National Shows Issue and Specification Number

MOTOR AGE

Vol. XLIX
Number 1

PUBLISHED WEEKLY AT 5 SOUTH WABASH AVENUE
CHICAGO, JANUARY 7, 1926

Thirty-five Cents a Copy
Three Dollars a Year

Entered as second-class matter Sept. 19, 1899, at the post office at Chicago, Ill., under Act of March 3, 1879.

Check this List

Automotive Repair Men will be vitally concerned in the new *Heavy Duty Quarter-Inch Portable Electric Drill* by BLACK & DECKER

A few of the things which you can do with the new Black & Decker Heavy Duty Quarter-Inch Drill

For cleaning carbon from cylinder heads and pistons with Fleming Carbon Cleaning Brush

Drill out broken studs
Drill oil holes in piston ring grooves
Drill oil holes in connecting rods for bearings and bushings
Drill holes for set screws

For refacing valve seats with Fleming Valve Seat Grinder

Drill holes in clutch lining in refacing clutch
For drilling and countersinking brake lining
Drill drain holes in axle housing to prevent oil or grease flooding brakes
Drilling cotter pin holes

For cleaning carbon from valve stem guides with Fleming Valve Guide Cleaners

Drill oil holes in bushings
Drill holes for rivets
Drill holes for wiring
Drill holes for repairing cracked fenders

For rasping and buffing tires for vulcanizing with Fleming Tire Repair Outfit

Drill drain holes in bottom of head lights
Drill holes in body, top, windshield, etc., for curtain fasteners
Drill holes in floor boards for carpet fasteners
Drill vent hole in gas tank cap.

For storage battery work in connection with Fleming Battery Repair Outfit

Drill holes to knock out bearing races
For attaching accessories of all kinds

For complete list write us for pamphlet—"666 Uses for Portable Electric Drills in Automotive Repair Shops."

Fleming electric drill tools are sold by us together with many other useful accessories for Portable Electric Drills. Write for Accessory Catalog

A New Drill at $38

Weighs only 7 pounds. **¼-Horsepower.**
Heavy duty three-jaw geared chuck.
Ball-bearing motor.
Heat treated alloy steel gears, running in grease (same principle as used in automobile transmissions).
Special tapering molded rubber cord protector (patented).
Air cooled—can be operated continuously without overheating.
The control is by means of the famous *"Pistol Grip and Trigger Switch."*
Universal motor—operates on direct or alternating current. In ordering merely specify voltage.

A telephone call to your jobber will secure a demonstration without obligation.

This new *Heavy Duty* Quarter-Inch Drill is especially adapted for the larger service stations and repair shops—for *Heavy Duty* jobs.

It does not take the place of the *regular* Quarter-Inch Drill which has proven so popular, and which is still obtainable at $28

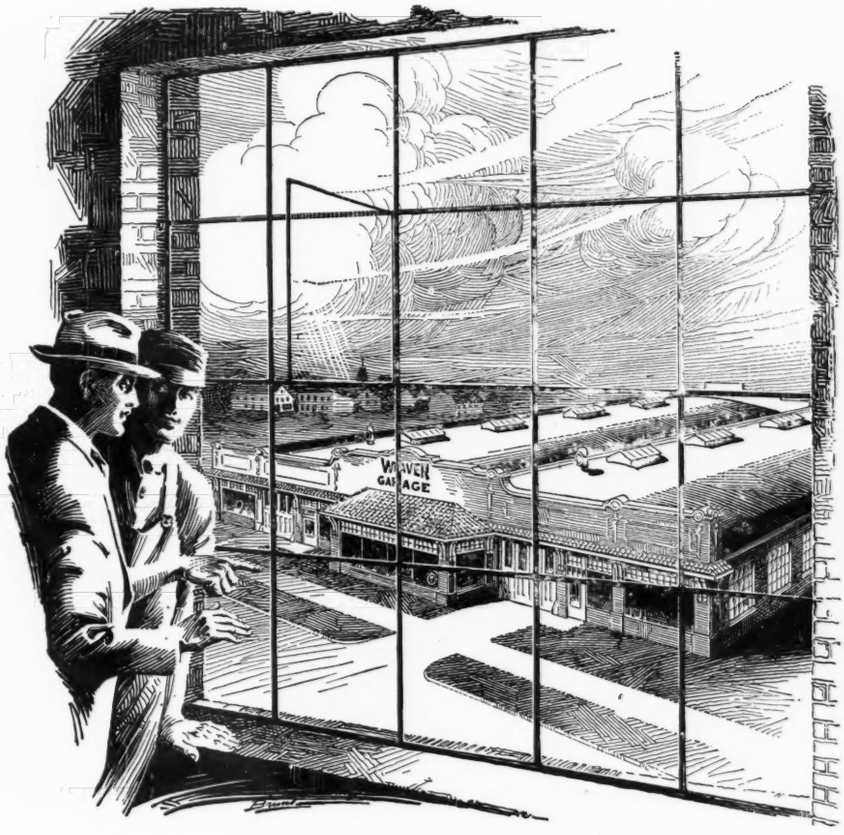
BLACK & DECKER

You can secure Black & Decker Portable Electric Drills, Electric Screw Drivers, Electric Socket Wrenches, Electric Valve Refacers, Electric Tappers and Electric Grinders from your Automotive Jobber.

THE BLACK & DECKER MFG. CO.
TOWSON, MD., U.S.A.
Black & Decker Mfg. Co., Limited, Toronto, Ont.

BRANCH OFFICES WITH SERVICE STATIONS IN

BOSTON NEW YORK SAN FRANCISCO ATLANTA DETROIT BALTIMORE KANSAS CITY
BUFFALO PHILADELPHIA ST. LOUIS DALLAS CHICAGO MINNEAPOLIS CLEVELAND



A Leading Maker of Garage Equipment Builds a Garage of His Own

AT Springfield, in the very shadow of the Weaver factory, the Weaver Model Garage nears completion. All who have studied its plans—all who know something of its purpose—are enthusiastic about the idea.

It will be a great laboratory—a proving ground where Weaver equipment will undergo the acid test of service under the watchful eyes of Weaver engineers. The most effective arrangements of equipment for each type of reconditioning work will be worked out. Time studies will reveal the value of various equipment in relation to flat rates. All this impartially, with only the idea to ascertain the facts.

But more than a laboratory—more than a place of gauges and slide rules, micrometers and graphs, *the Weaver Garage will be a place of business.*

It will be managed by automotive business men—operated for profit—and its profits proved by experts. And if there are losses the relentless finger of a public accountant will point them out and find the cause.

Whatever the results of this progressive purpose, the Weaver Manufacturing Company proposes to translate them for the various factors of this industry—for dealers and manufacturers of cars—for service men and garage men—for jobbers and their salesmen—for all who feel as Weaver feels, that what any one of us has learned, most profits each, as it is for the benefit of us all.

WEAVER MANUFACTURING CO., Springfield, Ill., U. S. A.

Weaver Canadian Co., Ltd., Chatham, Ont.

WEAVER

2 out of 3 equip with "Perfect Circles"

TWO out of every three car manufacturers exhibiting at the national automobile shows are installing PERFECT CIRCLE *Oil-Regulating* rings as original factory equipment.

Never before has an oil-ring received such an endorsement from the automotive industry.

The same high standard of piston ring service and performance which has brought the PERFECT CIRCLE *Oil-Regulating* ring into such general use as original factory equipment, has made it the most profitable replacement ring.

INDIANA PISTON RING COMPANY
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HAGERSTOWN, INDIANA, U. S. A.
Export Sales Department, 549 West Washington St., Chicago, Ill.

OIL-REGULATING TYPE, 60c and up
(*One to a Piston*)

COMPRESSION TYPE*, 30c and up

*For best results, always use PERFECT CIRCLE Compression rings in combination with the PERFECT CIRCLE *Oil-Regulating* ring.

The Circle of "Perfect Circle" Users

* Ajax	* Diana	* Hupmobile
Anderson	* Dorris	* Jordan
* Apperson	* Duesenberg	* Junior Eight
* Auburn	* Du Pont	* Kissel
* Barley	* Elcar	* Locomobile
* Cadillac	Flint	* Marmon
* Chandler	* Franklin	* McFarlan
* Chrysler	* Gardner	* Miller Race Cars
* Cunningham	* H. C. S. Cab	Moon
Davis	* Hertz	* Nash
* Oldsmobile	* Roamer	
* Paige	* Rollin	
* Peerless	* Stutz	
* Pierce-Arrow	* Velie	
Reo	* Willys-Knight	

** In All Models*

TEETOR
Perfect Circle
REG. U.S. PAT. OFF.
PISTON RINGS
Patented March 29, 1910—May 2, 1922

PERFECT CIRCLE
Oil-Regulating Piston Rings

MA-1

For valuable piston ring data fill in name and address on margin. Indicate whether Repairman ☐ Car Dealer ☐ or Supply Store. ☐ Mail today.

MOTOR AGE

Reg. U. S. Pat. Office

Vol. XLIX No. 1

CONTENTS

MOTOR AGE is published every Thursday by

CHILTON CLASS JOURNAL COMPANY

Mallers Building, 5 South Wabash Avenue, Chicago

C. A. MUSSELMAN, President and General Manager
J. S. HILDRETH, Vice-Pres. and Director of Sales
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Cable Address: Motage, Chicago
Telephone: Central 7045

OFFICES

New York—U. P. C. Bldg., 239 West 39th St.; Phone Pennsylvania 0080.
Detroit—7338 Woodward Ave.; Phone Empire 4890.
Cleveland—540 Guardian Bldg.; Phone Main 6860.
Philadelphia—56th and Chestnut Sts.; Phone Sherwood 1424.
Indianapolis—519 Merchants Bank Bldg.; Phone Riley 3212.

Owned by United Publishers Corporation, 239 West 39th Street, New York; CHARLES G. PHILLIPS, President; A. C. PEARSON, Vice-President; FRITZ J. FRANK, Treasurer, H. J. REDFIELD, Secretary.

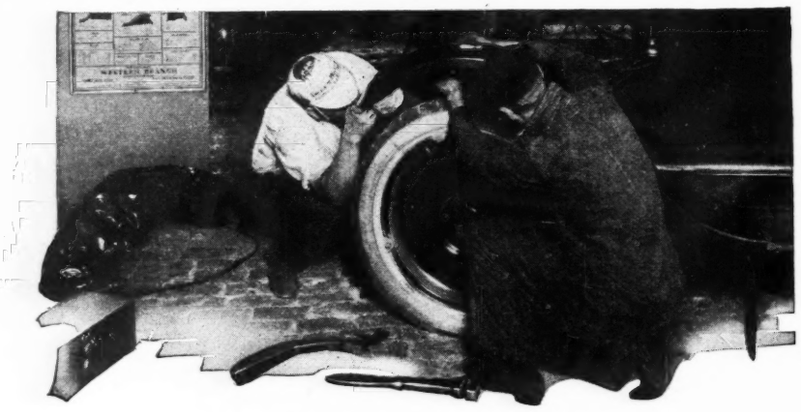
SUBSCRIPTION RATES: United States, Mexico and U. S. Possessions, $3.00 per year; Canada, $5.00 per year; all other countries in Postal Union, $6.00 per year; single copies, 35 cents.

Member of the Audit Bureau of Circulations.
Member, Associated Business Papers, Inc.

Subscriptions accepted only from the Automotive Trade

Entered as Second Class Matter, Sept. 19, 1899, at the Post Office at Chicago, Ill., under Act of March 3, 1879

FOSTORIA



—"a beautiful perfect-fitting job —in less time—with greater satisfaction—and more profit!"

HAMMER away as you will, you can *never* make a perfect job of that old bent fender.

Replace it — with a Fostoria Fender. Perfect in fit —exact in finish, weight, quality and measurement.

All over the country Fostorias are saving time, making money, and *building reputations* for repair shops and service stations.

The motorist who comes in expecting to find a *pretty* good job—and finds a *perfect* one—a beautiful fender *exactly* like the one he smashed—is delighted —and he *gives the credit to the shop that does the job!*

***More Fostorias Sold Than All the Rest* COMBINED**

So perfect have been Fostoria Fenders, Fostoria deliveries, Fostoria cooperation with distributors and repair shops—that more Fostorias are sold for replacement than all other kinds combined.

The Fostoria Wall Chart

makes it easy for you to get the fender you want, when you want it. It also lists the name of the Fostoria distributor nearest you. Write for your copy today. It will be sent you free, in a special mailing tube.

DISTRIBUTORS

Fostoria distributors are in a *permanently* profitable business. There is some territory still available for men big enough to handle the Fostoria line. Write or wire.

THE FOSTORIA PRESSED STEEL COMPANY
Dept. B
FOSTORIA, OHIO, U. S. A.

How to make money in Pumps and Jacks

Fostoria pumps and jacks are made with the same adherence to quality, are priced with the same fairness to the consumer and are sold to the trade with a margin of profit as liberal as the better known Fostoria Fenders.

You can build a substantial business in pumps and jacks by stocking the Fostoria line in the assurance that the product, the price and the discounts are *right*.

Order of your jobber or write us for the name of our nearest distributor.

Jobbers: The Fostoria line is a money maker —and the Fostoria policy protects you. Write us today.

FOSTORIA No. 32
Special Balloon Tire Jack

Low placement—high lift. Every part designed especially for balloon tire service. Double machine cut screw of high carbon steel. Fast and easy to operate. Equipped with 36 inch collapsible steel handle positively locked in action. Adjustment, 7 to 17 inches. Capacity, 3,000 pounds, Weight, 8½ pounds. Packed in individual cartons.

Price - - - $5.75

* *

FOSTORIA No. 75 PUMP

A powerful pump. 1½ inch diameter with 18 inch barrel. Five ply rubber hose 24 inch long with "Han-D Slip-on' connection. Baked maroon enamel finish.

Price - - - - $3.00

* *

FOSTORIA No. 28

A husky rachet type jack. Lifting pawls are heavy and spring mechanism simple. Adjustment, 8 to 16½ in. Capacity, 2,000 pounds. Weight, 4½ pounds.

Price - - $2.25

* *

FOSTORIA No. 1 IMP.

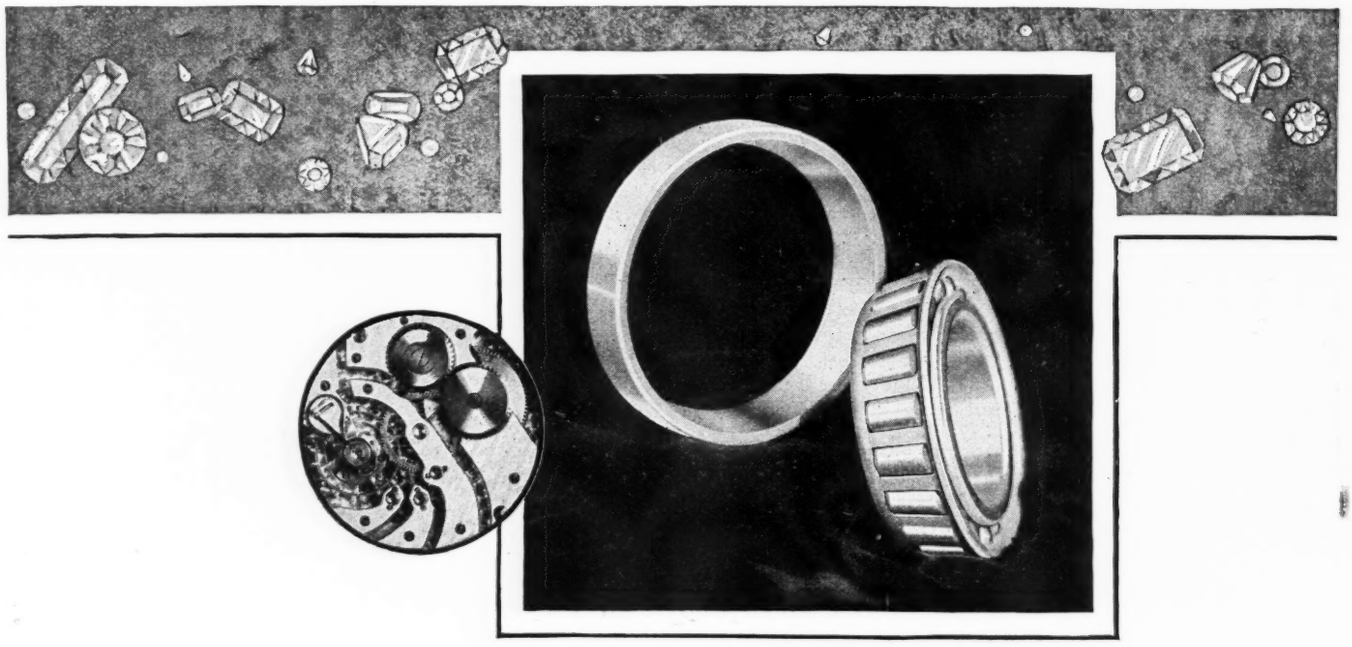
Sturdy little screw type jack for Ford, Chevrolet, Overland particularly. Capacity, 2,000 pounds. Weight, 4 pounds.

Price - - $1.40

FENDERS · JACKS · PUMPS

Ajax Apperson Auburn
Chrysler Cleveland Cun-
Dodge Dorris Durant
Franklin Gray Hudson
Jewett Jordan Kissel
Locomobile McFarlan
Moon Overland Packard
Paige Pierce-Arrow Reo
Stearns Sterling-Knight
Wills-Ste. Claire Willys-

Cadillac Case Chandler
ningham Davis Diana
Elcar Essex Ford Flint
Hupmobile
Lincoln
Marmon
Peerless
Roamer Rollin Star
Studebaker Stutz Velie
Knight and Yellow Cab



Bock Bearings

THE "JEWELS" OF YOUR CAR

"THE word 'jewels' is a magic one in connection with watch movements," writes a well known authority on watch-making. "They are probably more talked about and less understood than any other part."

Most everyone knows that a fully jewelled watch is a good watch, but it is doubtful if they know why. The answer is that jewels lessen the friction, and so make for regularity in running and long service.

The average man understands his car better than his watch, so he need not be told that bearings make possible the free running of the car by eliminating much of the friction.

Bock Taper Roller Bearings in a special sense may be called "the 'jewels' of your car," for their superior anti-friction design and accurate workmanship result in a smoothness of running and long trouble-free service comparable only to that of a fine watch.

THE BOCK BEARING COMPANY · TOLEDO, OHIO

BOCK TAPER ROLLER BEARINGS

MOTOR AGE

National Shows Issue and Specification Number

Vol. XLIX | Chicago, January 7, 1926 | No. 1

Summary and Index of Important Events in

This Week's Automotive News

Detailed Stories from* MOTOR AGE *Staff Writers and Special Correspondents Appear in News Section Beginning on Page 66

HIGHER prices for cars expected in 1926 despite effect of Dodge Brothers reduction, says New York financial journal. Page 32.

December business shows gain over a year ago in New York. Page 32.

December sales in Chicago keep on level with those in November. Page 68.

Dodge Brothers, Inc., announces appointment of four new divisional managers. Page 68.

Hudson gross profits for 1925 almost double figures for 1924. Page 68.

John N. Willys sees prospects for a much better automobile business in 1926. Page 73.

Cincinnati show is expected to be the greatest ever held in that city. Page 73.

Cleveland, O., is planning the greatest automobile show in local history. Page 73.

New-Day-Jewett sets up record for time between Detroit and Chicago when it negotiates distance in 365 minutes, elapsed time. Page 77.

Louisville finds 1925 a much more prosperous year than 1924, some dealers reporting sales 50 per cent greater. Page 70.

November sales records are broken by December 15 in Cincinnati, records reveal. Page 77.

Spokane, Wash., territory expected to show a volume for 1925 double that of 1924. Page 70.

Officers of Apperson Automobile Co. resign, making R. L. Tudor, receiver for Pioneer Automobile Co., the holding concern, also receiver for Apperson. Page 70.

Revenue collections from industry in November show gain of $8,911, 810 over taxes collected in November, 1924. Page 72.

Electric Auto-Lite Co., plans expansion of plant in 1926. Page 72.

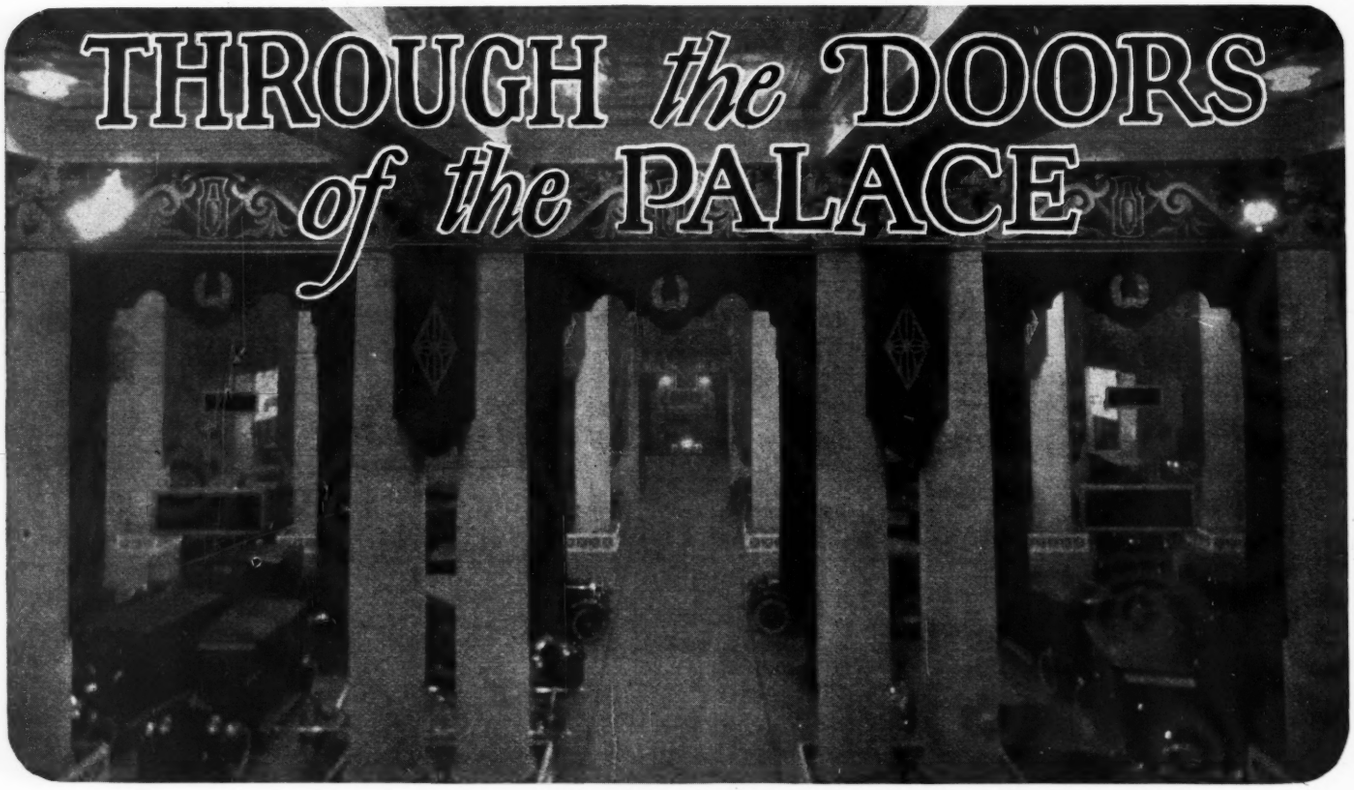
N. A. C. C. figures show that automobile industry is conducted almost entirely on capital invested by owners of various factories and that stockholders' equity is highest of any industry. Page 72.

Christmas drives greatly boost sales of automobiles, reports from all over the United States show. Page 71.

Latest accessories will be exhibited and merchandisers of parts and users of service will be able to inspect all newest appliances at both New York and Chicago shows. Page 69.

In Next Week's Issue—The New York Show

THROUGH *the* DOORS *of the* PALACE



What visitors will behold when they pass through the entrances of this year's great automotive show in New York is visualized in the accompanying article. It is the story of the show as the curtain is about to go up, discussing not only the show, itself, with its embellishments, but interesting and significant bits of show history, and most importantly—some reasons why the New York Show this time signals the beginning of the most gigantic merchandising campaign ever contemplated by a single industry in all commercial history.

By CLARENCE PHILLIPS

BACK to the Grand Central Palace.

That is where New York's great 1926 automobile show will be held, beginning Saturday, January 9th and continuing through Saturday, January 16th. As is customary to announce at this time the stage is practically set and the curtain is about to rise.

Decorators, under the supreme supervision of Samuel Asch, once more the designer of embellishments, have been steadily at it and the building at this time has all the appearance of a notable exhibition place. Finishing touches remain for attention, of course, but from the fine progress that has been made everything will be in shipshape when the show formally opens Saturday morning at 10 o'clock.

The Palace is truly the scene of activity. Representatives of factories are on the ground to see that their exhibits are properly unpacked and put in place and attend to decorations not included in the general scheme for the big building.

Latest car models, watched as closely as the turfman watches his thoroughbreds before the race, are rolling into positions they will occupy during the week of public and trade examination.

Accessories, parts and equipment have been pouring in from all directions while mechanical devices for use in demonstrations are being assembled and tuned up.

In all portions of Grand Central Palace is an atmosphere distinctive of the occasion for which these extensive preparations are being made.

Car exhibitors and accessory exhibitors, as well, ostensibly are fully awake to the value of the wonderful opportunity before

Car and Taxicab Exhibits at the 1926 New York Show

CARS

Ajax	Franklin	Oldsmobile
Auburn	Gardner	Overland
Buick	Gray	Packard
Cadillac	Hudson	Paige
Case	Hupmobile	Peerless
Chrysler	Jewett	Pierce Arrow
Chandler	Jordan	Pontiac
Chevrolet	Junior Eight	Reo
Cleveland	Kissel	Rickenbacker
Davis	Lexington	Roamer
Diana	Lincoln	Star
Dodge Brothers	Locomobile	Stearns
Dupont	McFarlan	Studebaker
Durant	Marmon	Stutz
Elcar	Moon	Velie
Essex	Nash	Wills Ste. Claire
Flint	Oakland	Willys Knight

TAXICABS

Dodge Brothers	Reo	Bauer
H. C. S.	Willys Knight	Luxor
Oakland	Yellow Cab	

Accessory Exhibitors on Page 118

them, there being apparently a common determination to be "all set to go" when the opening gong rings Saturday morning. This interest seems different and more gratifying to observe than in former years.

The fact that business conditions are so universally pleasing and popular expectation that 1926 will be a big year in automotive buying has spurred on these show exhibitors to make the most of the industry's initial bid for patronage.

On the opening day New York's public will be given full run of the Palace, and it is by no means an impoverished public. On the contrary, New York City just now is well fed and well funded and it is freely predicted New Yorkers will spend their money freely in automotive markets during 1926.

And there we have one of the secrets as to why no exhibitor desires to be caught unprepared for Saturday's big reception.

This great show, however, means much more than a drive for orders and prospects on the floor. International in the scope of its appeal and ambitions, drawing dealers and distributors from all parts of the United States and Canada—drawing many automotive factors from Europe and other sections of the world—the 1926 show will fire the bomb that launches what very likely will prove to be one of the greatest merchandising movements in commercial history.

You can visualize this in the fact that behind the campaign will be the forces of America's largest single industry, on the basis of dollar volume, preparing to invade markets at home and abroad on a larger scale than ever before attempted.

Europe to Do More Buying

Europe, it must not be forgotten, is in a much improved financial position. It is expected Europe will be in the market for more cars, trucks, accessories and parts this year than in any previous twelve-month period.

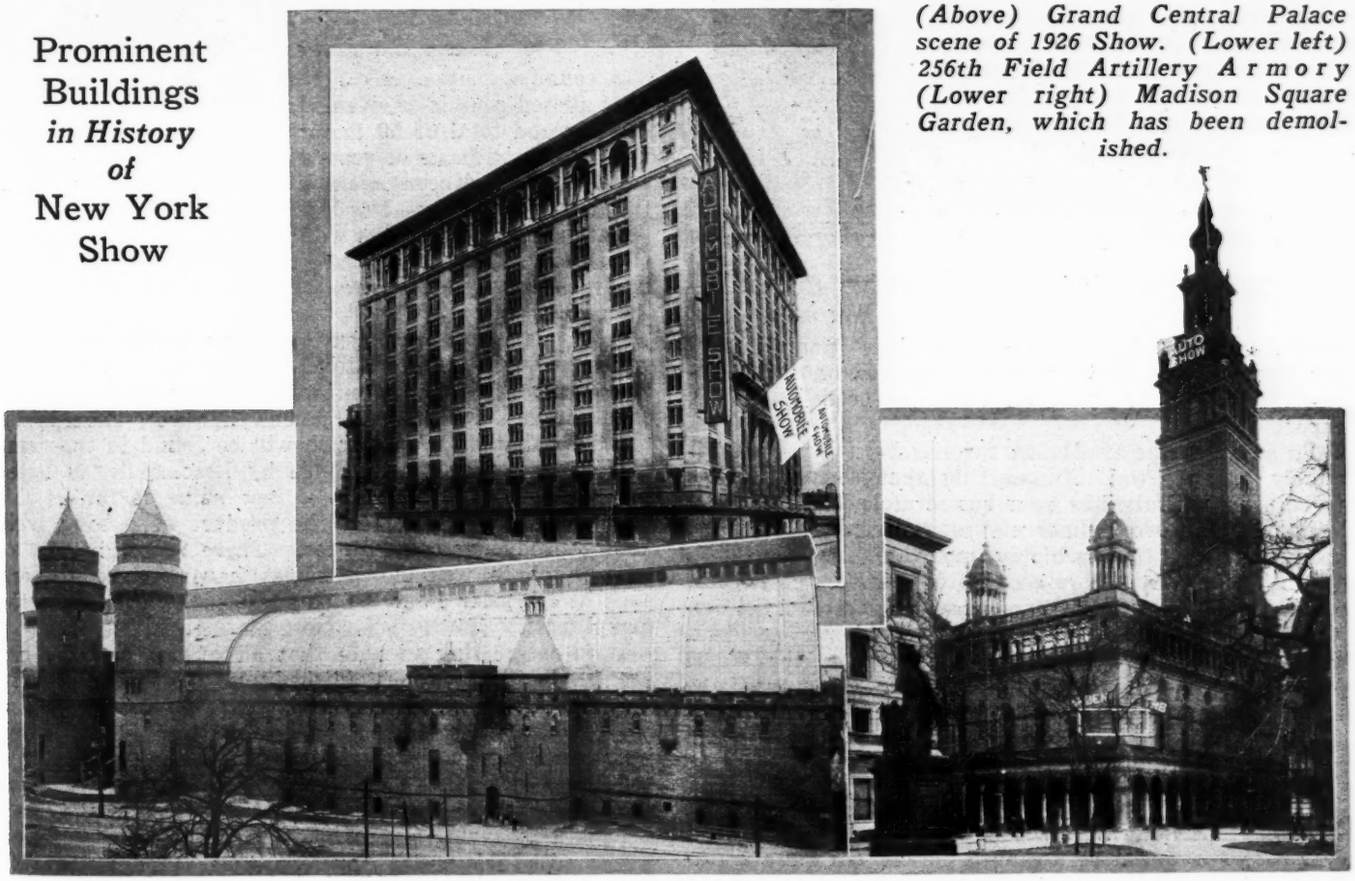
To meet increased demand in foreign opportunity and to prepare for the possibility of a record domestic demand it follows America's productive capacity should measure accordingly—and that is a requisite on which our makers have not been asleep.

They are ready for any opportunity likely to develop. They will arrange for foreign representations during the New York and Chicago shows and follow up these maneuvers with an intensification of selling efforts across the seas. While distinctly American and designed to attract American notice as much as ever this exhibition will differ from its predecessors in its more extensive appeal to foreign tradesmen.

Consequently, no slight significance attaches to the

Prominent Buildings *in History of* New York Show

(Above) Grand Central Palace scene of 1926 Show. (Lower left) 256th Field Artillery Armory (Lower right) Madison Square Garden, which has been demolished.



Here are photographs of three buildings that have had important places in the history of the national automobile shows in New York. Madison Square Garden housed all of the earlier exhibits, being used from the time of the first show in 1900 to 1913, inclusive, and again in 1919. This is to except 1902 when no show was held. Both the Garden and Grand Central Palace were used in 1913. In 1914, 1915, 1916, 1917 and 1918 the show was staged in Grand Central Palace. In 1919 the manufacturers did not sponsor a show but a representative exhibit was held that year in the Garden and in the Sixty-Ninth Regiment Armory by New York dealers. Conditions following the Armistice in November, 1919, decided the manufacturers against a show in 1920 but in this year New York dealers staged another exhibit of their own in Grand Central Palace. The Grand Central Palace was used for national shows sponsored by the manufacturers again in 1921, 1922 and 1923. Then a cry for more space caused the exhibits of 1924 and 1925 to be held in the 256th Field Artillery Armory in the Bronx. This building, however, proved much less convenient than the Palace and so the 1926 show will be held in Grand Central Palace. It could have accommodated the show well enough last year or the year before and the capacity is ample this year.

Sam A. Miles, manager of national automobile shows of N. A. C. C.

superb scheme of adornment evolved by Samuel Asch for this show of shows, which is counted on for a material widening of the trail that has been blazed for export business.

To say that the trail thus far has been but blazed is merely another way of asserting that the surface of foreign opportunity has been but scratched.

Interesting foreign markets in America's automotive products at this time is highly important.

And so we see a foreign note in Mr. Asch's scheme of decorations which we can assume came through deliberate purpose rather than through coincidental accident. Portrayals meeting the gaze of delegates to the World Motor Transport Congress and others, as they enter the Palace, will not be suggestive of America, but of one of Europe's beauty spots—for it was to Italy Mr. Asch went this time for his motif.

A Setting with Rare Appeal

To say the decorative scheme is more elaborate than ever before is repeating a canned phrase, but quite truthfully. The additional elaboration is expressed in additional dollars on the cost of the numerous hangings and other elements of beautification. Where the Bronx Armory last year presented a Silver Tower and harmonious effectives to symbolize the industry's Silver Anniversary in grand and stately fashion the Grand Central Palace this time offers a rare concept of romantic art, the charm of which is profound and appealing in a way that could be expected only of such a setting—an atmosphere for which even the non-artistic American has a natural affinity and in which the art-loving European always likes to bask. Psychology plays a big part in the work of a true artist and it is apparent that Samuel Asch knows his book.

To all four floors of the Palace the picturesque Italian motif has been carried. The background of the embellishments consists of a panorama of the Mediterranian and a shoreward glimpse of charming topography. Nestled in this surrounding the central portion of the Palace appears to be the finely landscaped estate of a beautiful Italian villa. Fountains, cypress, palms and other forms of native vegetation contribute fidelity to the coloring.

Where the central decoration on the main floor last year was the great Silver Tower, this year it is a Court of Arts and Sciences. With its ten large statues this imposing unit is given an immediate background of trees and vines which were ordered especially from Italy to enhance the realistic tone. Flower boxes, trailing vines and various other studied touches serve to emphasize the local theme. Even the Lexington avenue lobby and the new entrance on Park avenue came in for harmonious treatment—so that from the moment the visitor passes into the building he will be caught in the charm of an American automotive exhibit seemingly established on European soil. It would be difficult to find a show setting of any kind more captivating. Samuel Asch, enjoying the full cooperation of Samuel A. Miles, the show manager, has scored another triumph in decorative skill.

Fewer Car Makes on Display

A count of passenger car makes for which spaces have been alloted reveals an even 51, with eight taxicabs, making a grand total of 59 motor vehicle makes on display. This is on the basis of separate car names. These same exhibits will be seen again at the Chicago show, with the exception of one—Dupont.

Last year 55 car makes were on display and five makes of taxicabs. Therefore, there has been a net loss of four car makes and an increase of three taxicabs when we compare the two years.

Two names of passenger cars new to the show and which we find listed individually on the official show roster are Ajax and Pontiac, both in the six-cylinder competition. To the new names, however, should also be added that of Diana which will be found in the camp of Moon. Junior Eight, made by Locomobile, is listed separately from Locomobile—a new name as far as this list is concerned although the product of a long well-known producing organization. There are additions, of course, where well-known names have been continued, such as Chrysler Four, which replaced Maxwell, and the new Jewett.

It is interesting to note that all of the new designs are products of well-established manufacturing groups. No new blood has come into the field of production. Here lately when a new design has been announced it has not been necessary, as was the case formerly, to go on a still hunt now and then in an effort to find out who the manufacturers were and something about them.

Names appearing last year which are not in the present list of space takers are Apperson, Cole, Haynes, Maxwell, Mercer, Rollin, Stanley, Westcott. Then there is the Ambassador, now the Hertz, which since the change of name has been manufactured largely for the "Drivurself" service.

New taxicab names are Dodge Brothers, Oakland, Willys-Knight, Bauer (the last named showing in 1925 at Chicago but not in New York) and Luxor.

Taxicabs listed among last year's exhibits, but not appearing in the present list are Checker and Premier.

When we speak in terms of names there has been a

(*Continued on page* 52)

Better Cars at Lower Prices

Better cars are the rule this year because manufacturers have done so many things to add comfort and convenience. Everyone recalls the messy job of oiling and greasing a chassis by old methods. Today we find more and more tendency for chassis lubricating devices wherein oil is fed in proper proportion to all the points on the chassis by depressing a small foot pedal or pushing a small hand operated plunger.

By B. M. IKERT

THE title of this story tells in five words exactly why the automobile dollar is so big today. It buys more than ever before and more than in any other product.

The automobile purchaser's dollar buys more today than in other products not because automobiles are more poorly built and not because the car manufacturers have skimped on material, inspections and production methods, but because these manufacturers have in the main found out how to turn out better cars in a more economical way.

Automobile manufacture is divided into three parts—design, materials, and production. The first two, design and materials are closely related and so, for convenience let us refer to them as the manufacturers' product—the automobile. We then have two things to consider in arriving at some reasons why automobiles are cheaper and better today than ever before. They are:

1. The automobiles themselves.
2. Their manufacture.

In determining present day automobile value we cannot very well discuss it without also taking up the manufacture of cars—production, in other words. Design and materials have had much to do with perfecting today's cars, that is true, but it also is true that production methods of today are vastly more efficient, overhead has been trimmed to the bone and distribution methods have been worked out to better advantage for car maker, dealer and consumer.

True, the country stands at the threshold of an area of great prosperity and big business expansions on the part of some of the car makers no doubt has something to do with the lowering of car prices, but this is another story and is told elsewhere in this issue.

What we are mainly concerned with in this article is the physical make-up of cars and the methods used in producing these cars to sell away below pre-war prices. What we want to impress upon dealers and others connected in any way with the automotive industry is that the 1926 cars are the best ever and that a reduction in prices of cars does not signify a lower quality of product.

In a general way it may be well here to gently remind our readers that today it is possible to buy at say, $1200, a closed car with balloon tires, four-wheel brakes, a lacquer finish and a host of fitments which a few years ago would have been sold separately. Recall also, that it was only a few years ago that open models with balloons, four-wheel brakes, lacquer finishes and a meager equipment sold anywhere from $1200 to $1700, speaking of cars in the $1000 and over class.

Buyer Gets More Than Formerly

Paradoxical as it may seem the purchaser of a 1926 car gets in many instances more actual pounds of metal wood, rubber, fabric, etc., than he formerly did paying a bigger price. And, while many in the automotive industry a year or two ago said the balloon tires would allow car builders to decrease the weight of the various units, the reverse is true. Manufacturers are actually adding weight to their cars in several instances. Engine bores and strokes have been increased in several cases and quite a few makers of eight-in-line cars have gone back to the four-point suspension method of mounting engines. Heavier frames are common and many makers have added extra cross members.

All this means a slight increase in weight and since no price increase comes along with it it becomes readily apparent to anyone that the purchaser of the 1926 car actually gets a larger package than formerly. This statement must not be taken too literally, because in some makes of cars the use of light weight metals and highly efficient alloys brings the weight down considerably.

In looking over the trends in 1926 designs and productions several things are quite outstanding. Take the matter of frames, for instance. A year or two ago one would have thought a frame of 5/32 in. stock and 6 in. depth of the side rails as exceptionally strong and rigid. And yet, today we find a car with a 3/16 in. frame material and a depth of 8 in. And this in spite of balloon tires for which it was said that frames and similar parts would be lightened.

At this writing the heaviest frame material which has come to our attention is 7/32 in. and this is used in one of the fairly low priced eight-in-line cars.

Quite a few of the new models announced at the New York Show and others brought out previous to the show have heavier frames than formerly. In many cases the makers went from a ⅛ in. frame stock to 5/32 in. Side flanges are wider and there is a notable increase in the use of tubular cross members.

In line with more riding comfort we find the 1926 cars fitted with springs having a larger number of leaves than

formerly and where several car manufacturers formerly used springs of carbon steel, or springs in which the master leaf only was made of an alloy steel, we find them today using leaves of alloy steel throughout the springs. And it is safe to say that most makers equip their cars with some sort of cushioning device to dampen the rebound of the springs. These are included in the list price of the car, whereas formerly such devices always were furnished by the dealer at extra cost to the car buyer.

Water and dirt have long been known as the enemies of spring life and action and so we find at least one maker today who protects the springs of his car with a waterproof covering. This not only makes an efficient installation, but is bound to cut down maintenance costs. There probably will be more of this spring protection in the cars to come.

More attention than ever has been given to spring mounting and while the metallic shackle still is used by the majority of car makers, the non-metallic type of mounting has gained favor. One maker is making an announcement of the adoption of rubber shock insulator in a brand new model and others may do so during the early part of 1926.

Better Lubrication

Where cars use the metallic shackle the makers have seen fit to adopt better ways of lubricating the pins. Oil generally is used in these newer schemes which consists of automatic or semi-automatic devices to force the lubricant to the bearings of the shackle. In many of the new cars this is done by oil fed from a central reservoir by depression of a foot pedal, which forces the oil in proper quantity to all spring mountings.

It is a noteworthy fact that some car makers have gone to a more expensive spring layout by placing the rear springs parallel with the rear wheels instead of directly under and in line with the frame side rails where a tapered frame is used. Placing the seat springs parallel with the wheels brings the former closer to the wheels and is said to materially cut down any tendencies for side sway.

Those who have followed the trends in design during the past few months will know that engine sizes have been increased in no small measure. Closed bodies, balloon tires and the desire for better acceleration and general all around performance are some of the reasons behind this increase in engine size and power.

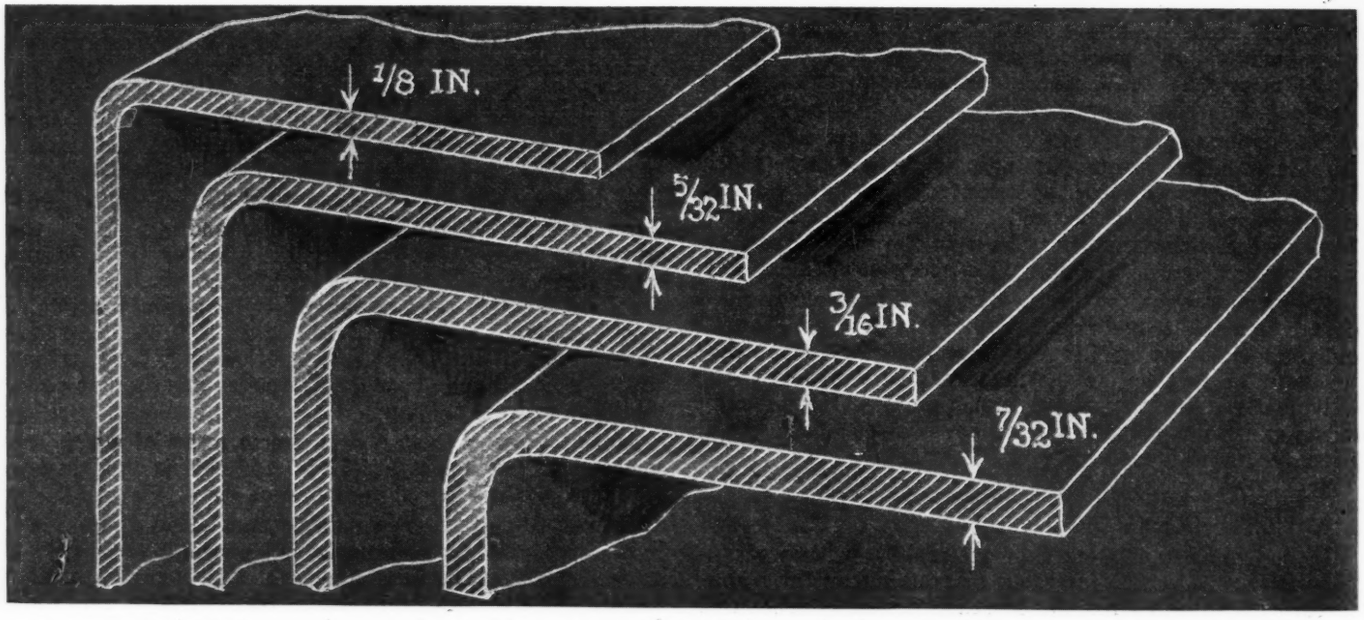
Some makers announce engines with larger bores, some with longer strokes and still others where both bore and stroke have been increased. When the last two items of an engine are materially altered it means changes all down the line from engine, clutch, transmission and propeller shaft to rear axle.

Thus, we find several makers who are using heavier clutch shafts or main shafts in their transmissions, more rugged propeller shaft assemblies and in some cases lighter gears are used in the transmission to cut down spinning of the gears and facilitate gear changing. All this to get better "performance."

If there is any one thing with which most car owners are familiar it is that engines have valves, speaking now, of course, of the poppet valve type engine. "Valves ground and carbon removed" is a familiar repair shop work order, or rather has been, because today we find poppet valves made of materials that have made the heretofore frequently performed job of valve grinding rather infrequent.

The reason is that the old type of cast iron valve with steel stems has been practically abolished from modern high speed engines. Read the specifications of most any engine today and you will find the intake and exhaust valves made of all sorts of combinations of cobalt-chromium, silicon-chromium, tungsten silicon-chromium and others. Anything but cast iron.

The valve layouts, facilities for cooling them and methods of operation are so efficient in today's engines that they along with most of the other vital units of the engine can practically be forgotten. No piece of machinery of course will run indefinitely without some attention



There are those who say car makers are skimping on their material in producing quantity cars at low prices. Here is shown one instance to prove that this is not the case and that makers are actually putting more and better material into their cars. Many makers have gone from a 1/8 in. frame material to 5/32. Others are using a frame of 3/16 in. stock and one maker of a medium priced eight cylinder car has gone as far as a 7/32 in. stock.

and so it must not be taken from the preceding statement that valves will never need maintenance. They will, but the frequency with which this will have to be performed has been lessened to a remarkable extent in most engines. It has been a combination of design and advancements in metallurgy.

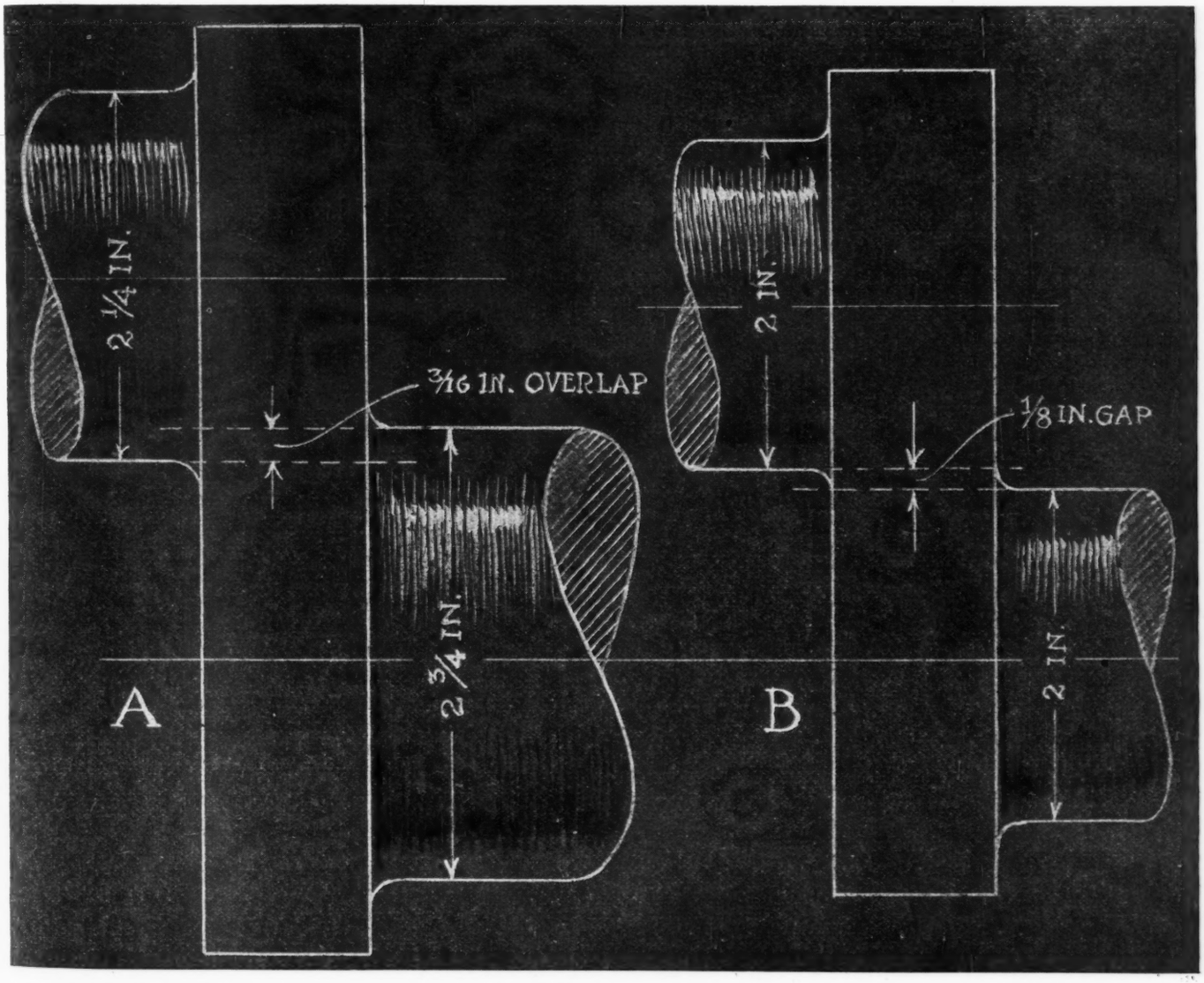
Horsepower Output Increased

Those who have looked for a decrease in engine sizes find that the reverse is true. Most makers are adding to the horsepower output of their engines as will be noted by the increase in cylinder bores, length of stroke, or both. No doubt the closed car, balloon tires and the desire to incorporate the same "performance" in an enclosed model which heretofore has been held possible only with an open model, is the reason behind the increase in engine output.

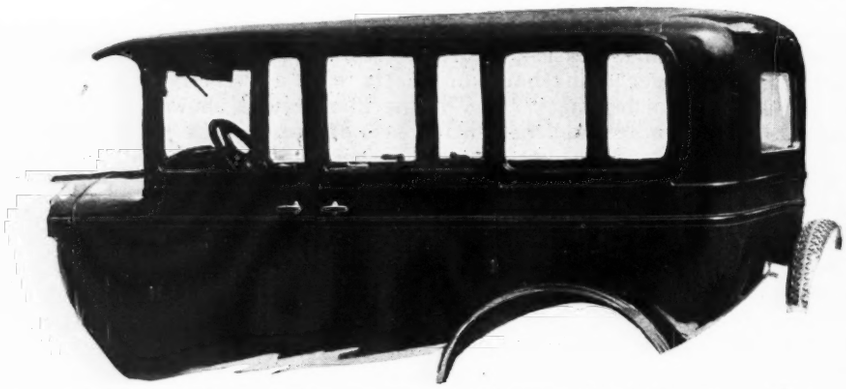
When we think of engine output we immediately have in mind the crankshaft because the crankshaft is in many respects the business end of the engine and upon its ruggedness depends much of the so-called "smoothness." With increases in bore and stroke we naturally look for bigger crankshafts or shafts with a greater number of main bearings. One of the illustrations shows what has been accomplished in increase of bearing size.

With the advent of oil filters, air cleaners, gasoline strainers, devices to facilitate quick starting in cold weather and so on, surely nobody will deny that engine life has been greatly increased and that today's engine is the best buy ever offered. The tendencies today are to so enclose all the working parts of an engine that Old Man Wear And Tear cannot get in his licks through dirt and other foreign matter.

And speaking of wear and tear do you know that in some engines of today equipped with pistons having one ring below the piston pin that there is an overlapping on the cylinder walls of the lower ring with the top rings. This means the cylinder walls are not worn tapered, or in other words, the greatest wear is not altogether at the top of the bores. Furthermore, pistons almost in every case



For several years past there has been a continual trend toward heavier crankshafts and this tendency evidently holds true in checking over the crankshafts of the 1926 cars. In the above illustration are shown parts of two crankshafts drawn to scale and showing how one maker has increased the size of the main bearings and crank pin bearings to such an extent that there is an actual overlap of 3/16 in. The shaft used in the 1926 engine is shown at A and the former shaft at B. It will be noticed that the latter has a gap of 1/8 in. between the main and crank pin bearing. Quite a few of the 1926 engines have an actual overlap in the bearings of the crankshaft meaning smoother engine operation, longer bearing life and better performance all around.



Closed cars at open prices are not new of course, but it means something when the car builder furnishes an all steel body construction affording better vision due to the reduction in size of the windshield and door pillars. Steel bodies mean a reduction in the number of parts used, all beadings and mouldings are formed in the panels themselves and incorporated in the body structure are slots or lugs by means of which cushions and other fittings can be snapped into place. Such bodies can also be placed in ovens after the finish is applied and heated to any temperature desired.

now over-run the bores at the top and bottom of the cylinders so that no shoulders result. This used to be the case when the pistons did not quite reach to the top and bottom of the bores in their travel and eventually resulted in pronounced piston slap.

Digressing from the car itself here are some of the things taking place in production of automobiles that help to make cars better and give a man more for his dollar than ever before in automobile value.

One factory, for example, is using a new kind of aluminum alloy casting for bearing caps, whereas formerly an alloy of copper and aluminum was used. In the new caps, which are used on the main bearings only, a quality of aluminum known as Y-metal is cast with a mixture of nickel, copper and magnesium, in a steel die instead of sand, resulting in a far more accurate method. It is possible to cast the caps much closer to size, they are more uniform and require less finishing thereby reducing cost.

Another factory anneals its rough axle forgings before sending them to the shop for machining. This process practically eliminates the warping during the hardening process which heretofore had made the grinding operation quite difficult.

Volumes could be written about the savings within the factories by new and better production methods wherein operations formerly requiring say an hour, are cut to a few minutes, or minutes to seconds.

One factory uses several immense coil presses to flatten the big and small ends of connecting rods. Formerly this was done in a straddle-type milling machine and the operation naturally required several minutes to perform on each rod. Now, with the coin presses, the rods simply are placed in the machine and pressed perfectly flat in a second's time. Naturally this lowers the cost of production and in no way effects the quality of the product. Coin presses are similarly used in other plants for operations on parts that formerly only could be handled on milling machines.

Talk about giving you a better car. See the way one factory fits piston pins to its pistons. The piston used in this case is aluminum alloy and it is heated to a high temperature whereupon the pin is fitted. In other words the work is done under approximate heat conditions similar to those when the piston functions in the engine. That's going to a lot of trouble in giving dealers and customers a good job.

In another factory wonderful progress has been made in cutting down the time factor in "pouring off" cylinder blocks. The cylinder molds are all assembled and placed on roller conveyors. The molten metal is carried on an overhead carrying system, electrically operated and one man in the cab of this carrier with another man for skimming performs the whole job of pouring off. It replaces twenty-one men on a 3 hr. shift. It is but one of the processes by which the company has been able to produce a new car with better quality and lower cost.

See what the advent of the all-steel body means. In the first place such a body is made up of fewer parts. For instance, the rear side panels which are made from a single sheet of metal include also the wheel wells, or housings, the lower panel, upper panel and window frame. The tonneau back includes in one piece upper and lower panels and the window frame.

The steel body also eliminates the necessity for a pillar behind the rear door by the construction of the rear panel and the addition of a short strengthening piece which is fitted in one of the assembling operations. Also, all beadings and mouldings are formed in the panels themselves. Aside from the time saved in not having to fit such mouldings by hand, there is a distinct advantage in that no moisture can work its way beneath the moulding—much appreciated by car painters who often have to spend considerable time in removing moisture with blow torches.

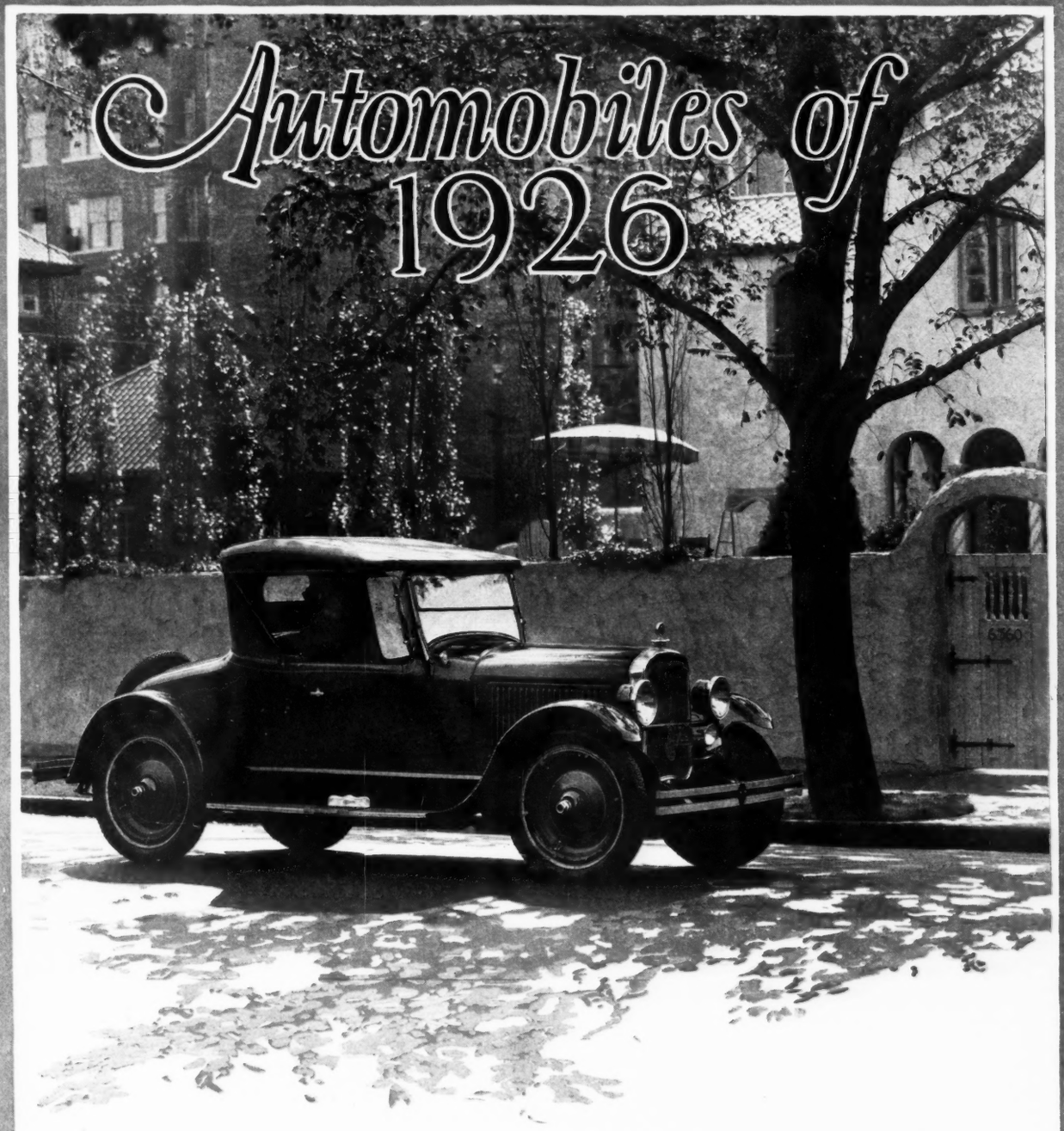
With the steel body the upholstery and other fittings can be made up separately and applied whenever desired. There are slots and lugs in the body proper to receive the seat backs and trimming which is snapped in place pretty much like fastening a glove. Thus all hand fitting to the body is eliminated.

Economies in Body Finish

Economies also are possible when it comes to finishing such bodies. Because of the smooth finish on the steel, glazing, rubbing by hand and filler coats are entirely unnecessary. The whole body also can be placed in an oven after enamel or lacquer has been applied and heated to any temperature.

Great economies in the factories themselves have helped to lower car prices although the present artificial rubber monopoly in British East India may cause an increase in tire prices and, therefore, car prices. But leaving the tires out of the picture car prices have been lowered because of savings in plant operations. We know of a case, for example, where the car maker formerly received but 4 cents a pound for its scrap aluminum because this scrap was full of foreign particles like sawdust, steel chips, etc. Now, by rearrangement of certain machines and methods, the factory gets pure aluminum chips and receives something like 16 cents a pound for it. Shipping crates of incoming materials are so designed that the incoming material can be taken out and the crates used for shipment of parts to dealers. This same factory has a wood salvage department, wherein men take nails out of boards, square up pieces to be used over again and the scrap is used for the boiler room.

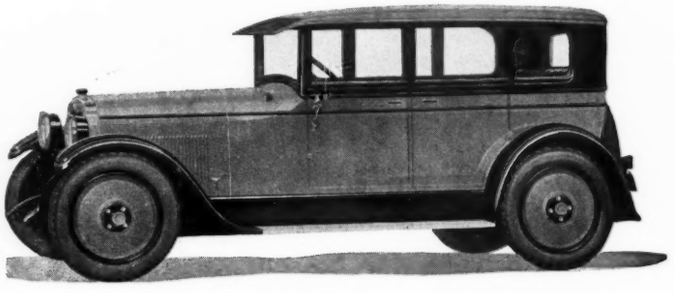
All the foregoing facts regarding the design of cars and the economies effected in the plants of the car manufacturers are reflected in the cars themselves by better quality and lower prices.



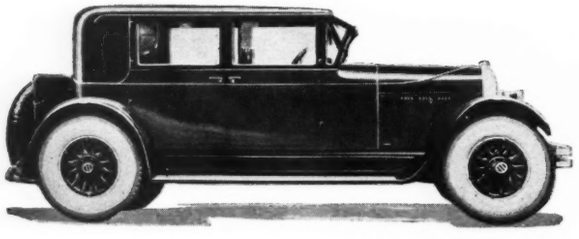
A photographic gallery illustrating some of the latest models of passenger cars offered to the public in 1926 by American manufacturers, most of which will be exhibited at the Twenty-sixth Annual National Show at Grand Central Palace, New York City, January 9 to 16.

Illustrations on these pages are reproduced from latest available photographs. They truly picture the trend in design toward beautiful and graceful lines for the powerful and comfortable vehicles our industry is building today. Many strikingly new cars will be shown at New York this year and most of them are illustrated in these pages, which constitute a permanent record of the motor car market at the beginning of 1926. Detailed descriptions of new cars are published elsewhere in this issue.

AJAX.—The latest in modern motor construction is built into the Ajax line, the details of which, however, do not depart from standard practice. Bodies, both of the open and closed types, have four doors. Wheels are of the disc type fitted with balloon tires. Four wheel brakes are used. The engine has seven main bearings and is lubricated by the pressure system. Carburetion is facilitated by the construction of the intake and exhaust manifolds. These are built together in such a way that they provide a hot jacket around the riser of the intake manifold.



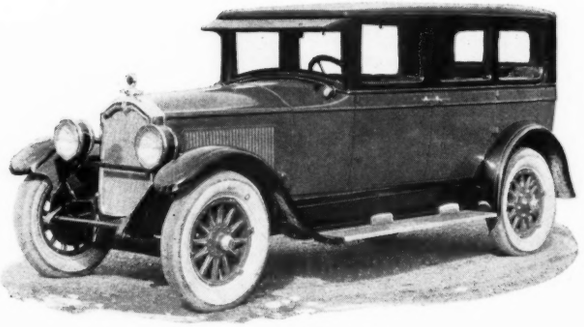
Ajax Six.



Auburn 6-66 Brougham.

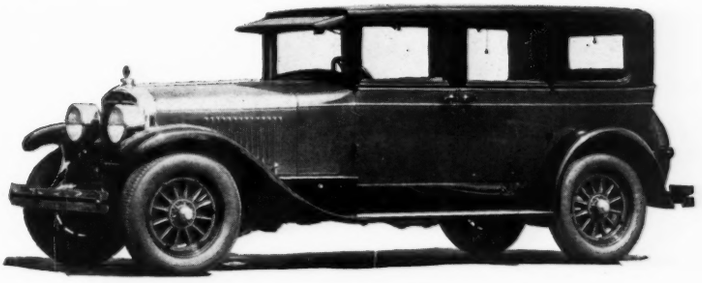
AUBURN.—A four cylinder model, having the same general appearance as the sixes and eights, will make its appearance at the Auburn exhibit in the New York and Chicago automobile shows. The new model known as 4-44 will be made in two open and two closed body styles. Four wheel brakes of the Lockheed Hydraulic type are used on this car, although mechanical type brakes are used on the sixes and eights. The front axle is especially designed to withstand the strains produced by the action of the brakes. A novel body type is the coupe which is fabric covered over a framework of elm, ash and oak. The car illustrated is a popular model, the 6-66 Brougham.

BUICK.—While many refinements have been incorporated into Buick cars during the last year, the thing that will strike the eye of the casual observer at the shows this season will be the different appearance of the engine with its separate starter and generator instead of the motor generator which has been characteristic of Buicks for many years. The oil filter will also indicate to the student of motor car construction the attenion to detail that has been given to the development of this car during the past year. The Standard Six as well as the Master Six will be well represented with a variety of body styles.

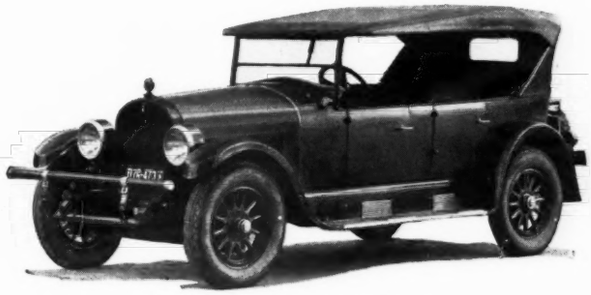


Buick Master Six Sedan.

THE CARS of 1926 ARE BETTER CARS



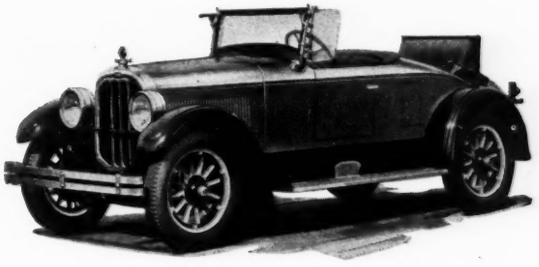
Cadillac 7-passenger Custom Suburban.



Case Jay-Eye-See Sport Touring.

CASE.—Continuing its line practically unchanged, the J. I. Case T. M. Co. will show its automobiles at the shows this year, exemplifying the fact that the residents of rural communities where Case products are so well known, as well as the city car buyers, demand cars of good appearance as well as reliable performance. The model "Y" line, represented by the sedan and touring is accompanied by the J. I. C. cars which also include a roadster, special touring, suburban coupe and brougham.

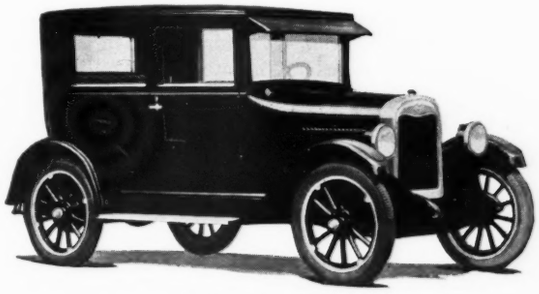
CADILLAC.—During the past year a radically different Cadillac car was developed and this same car will be presented to the trade and the public at the coming shows, with various standard and custom built bodies, the model illustrated being one of the latter. New colors are available in the custom built cars and will be exemplified in the show exhibits. In the chassis and engine extensive changes were made, these having been described at the time, one of the most outstanding being the change to a two unit electrical system. Other changes in the engine include such items as connecting rod length, timing chains and valves, the changes making possible improved operation and easier maintenance.



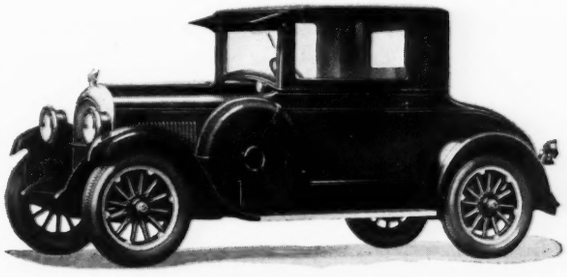
Chandler Comrade Roadster.

CHANDLER.—Chandler cars shown this year and presented for the 1926 market stand out due to the adoption of a new type radiator design, the outer shape being similar to the one previously used. Three vertical bars are placed across the front to present a distinctive appearance. Chandler cars will be shown in a number of body styles representative of the line, and in the closed cars a number of changes will be seen. In the "Metropolitan" sedan, for example, the landau bows have been eliminated, their place being taken by windows, somewhat larger than those previously used. Improvement in the chassis has been effected by the addition of the "One Shot" system of automatic chassis lubrication.

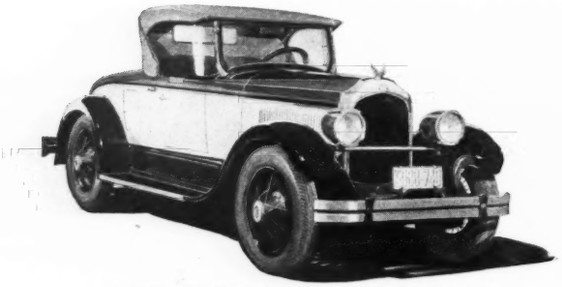
CHEVROLET.—Changes made in the Chevrolet in the past year will be seen in the cars displayed at the show. An improved method of mounting the headlamps is used in which a tubular cross rod between the fenders also acts as a headlamp support. This method provides for easier adjustment and eliminates the necessity for left and right hand lights. Service on the engine has been facilitated by mounting the engine side pans so that they do not actually touch the engine and are not supported by it. This means the pans do not need to be disturbed when the oil pan is dropped.



Chevrolet Coach.

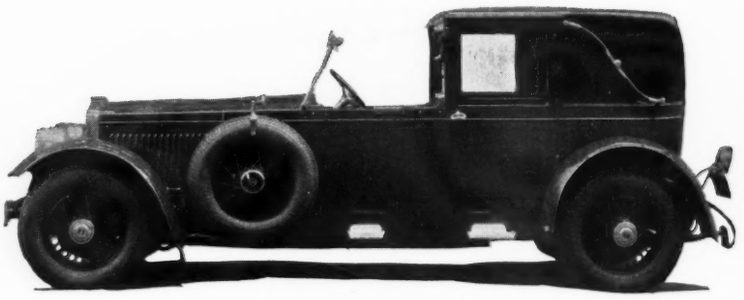


Chrysler Four, Club Coupe.



Chrysler New Six Imperial Roadster.

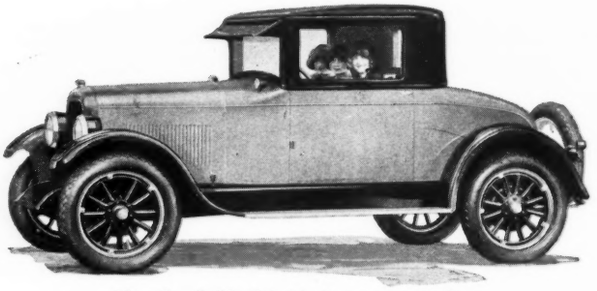
CHRYSLER.—A third member of the Chrysler family will make its initial appearance at the shows this year, this being a larger six equipped with an engine capable of developing 90 h.p. which will give the car a speed of 80 m.p.h. The Imperial Roadster, one of the new models, is here illustrated. In the new car, quietness of operation under road conditions is attained by the extensive use of rubber in the chassis construction, rubber being employed in the spring mounting as well as in the engine supports. The four and the present six are retained and round out the Chrysler line for 1926.



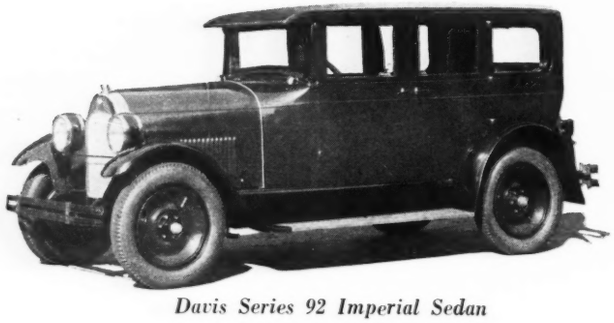
Cunningham Cabriolet

CUNNINGHAM.—Well known as catering to those who demand the best in car performance and body refinement, the Cunningham will make its show appearance in a variety of body types, the Cabriolet illustrated being representative of the line. Structurally the car still retains the features developed early in the past year, which include a two plane counterweighted crankshaft, designed to eliminate vibration. The improvement in engine construction also has been extended to the design of valves and fuel intake passages.

CLEVELAND.—The exhibits of Cleveland cars at the shows this year will be complete, both chassis being represented with practically all body styles shown. The car illustrated is the three passenger coupe on the Model 31 chassis. The chassis system includes the Bowen "One-Shot" lubricator which forces oil to all moving members from a centrally located control.



Cleveland Model 31 3-passenger Coupe.



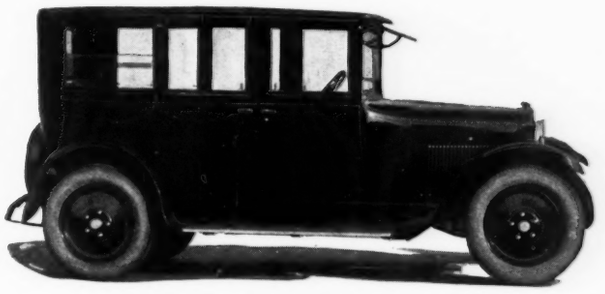
Davis Series 92 Imperial Sedan

DAVIS.—A new line of cars known as series 92 will make its appearance at show time in the Davis exhibits, a complete assortment of body models, both open and closed being displayed. Due to the popularity of the closed car, the sedan and Imperial sedan will be featured, the latter being illustrated here. In these cars the new Continental 8 U engine is used, the power plant incorporating the latest engineering features, including a seven bearing crankshaft and Lanchester dampener which is said to eliminate periodic vibration.

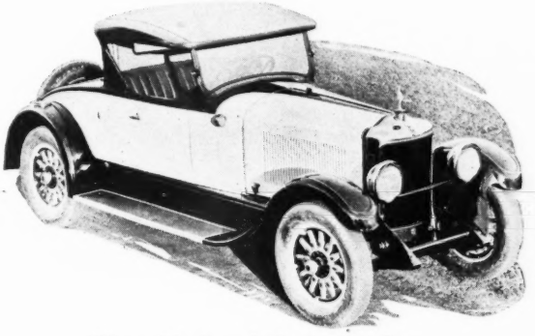
Dagmar Roadster

DAGMAR.—The roadster shown here is a Dagmar, made by the Moller Motor Car Co. of Hagerstown, Md. It is equipped with balloon tires and disc wheels. The motor driven horn is mounted at the left side of the body. Equipment includes one piece windshield and combination stop and tail light, the latter being built into one pleasing assembly. Runningboard lights are also provided, these being mounted in the runningboard shields. The rear of the car provides ample luggage space and on the rear deck nickel plated bars are provided on which the top can rest when not in the raised position.

DODGE—Lower bodies and new color combinations will be seen at the exhibit of Dodge Brothers, this well known car being shown with its several popular body types. The recent changes in the Model B all steel sedan will be seen, these including a reduction of two inches in the height, a reduction in the size of the corner pillars to increase visibility, the addition of a one piece windshield instead of the two piece shield and the use of a crank for operating the rear windows.



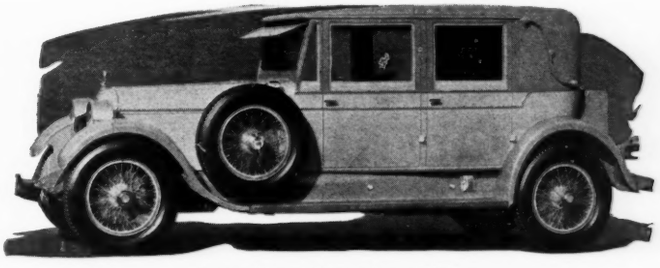
Dodge Brothers "B" Sedan.



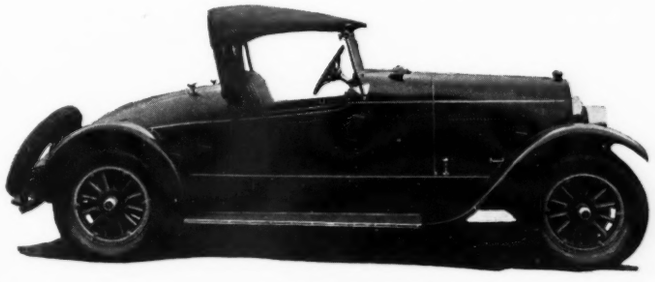
Diana Black and Cream Roadster.

DIANA—Closed cars, of course, but the Diana exhibit is due to contain open cars with the raised body panel in which the arrow head pattern is featured. The phaeton was first brought out with this innovation and only recently the roadster, which is here illustrated. The upper portion of the roadster panel is finished in black satin finish Duco, while the lower portions of the body are finished in cream. The arrow head on both the cowl and hood is done in jet black, while the same finish extends back and covers the rear deck of the car.

DUESENBERG—For the coming year there will be no outstanding changes in cars built by Duesenberg, but the chassis and power plant will continue to reflect and incorporate the features which make maximum power and speed possible and which have been learned in the laboratory of the race track. The Brougham Sedan illustrated is but one of the body types which are supplied. Both five and seven passenger sedans are available, also a two and a four passenger roadster, while open cars include a phaeton and a sport phaeton.

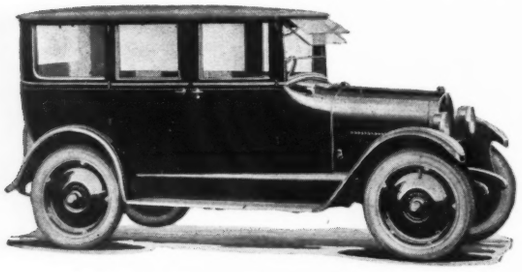


Duesenberg Brougham Sedan.



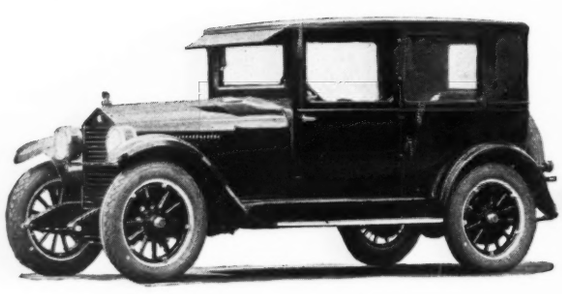
Dupont Roadster.

DUPONT—There is a hint of the racing type of car in the sporty Dupont roadster here illustrated. At the same time comfort and safety are provided by the use of balloon tires and hydraulic four wheel brakes. For 1926 the line remains practically the same with two touring cars and a touring sedan in addition to the roadster. A Wisconsin six cylinder 3⅜ in. by 5 in. engine is used, together with a Campbell clash-proof transmission. The pressure gun type of chassis lubrication is employed.

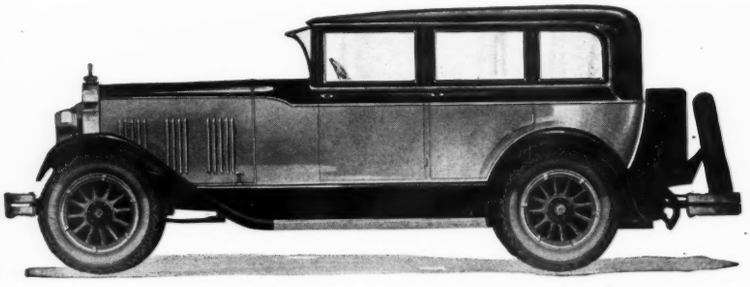


Durant Four Sedan.

DURANT—Continued with the other cars put out by Durant Motors Inc., is the Durant car, a four cylinder sedan being here shown. The construction which has characterized this car is retained, including the overhead valve engine and Adams axle.



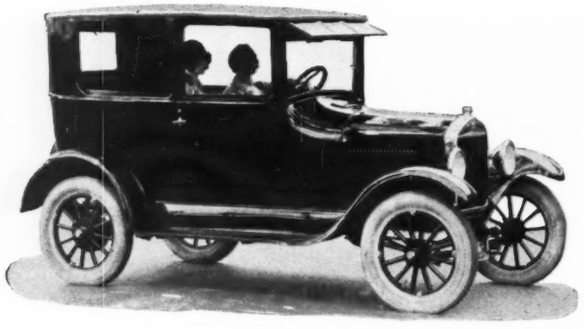
Essex Six Coach



Elcar 8-81 5-passenger Sedan.

ESSEX—The Essex Six which serves as a companion to the Hudson Coach continues for 1926 as a standardized product designed to provide low cost transportation in a closed car. The upholstery is Granite weave. A feature of the Essex which may not be generally known is that the interior decorations of the body are the same as those of the Hudson coach while the fittings are similar. Some difference is noted, however, in the layout of the instrument board. The Essex Six Coach is equipped with Motometer and radiator shutter as regular equipment.

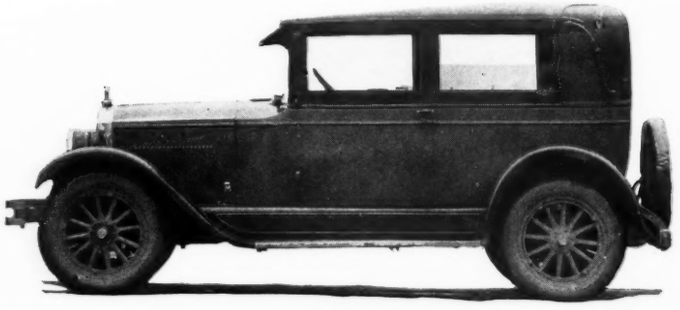
ELCAR—A new and improved Elcar will make its appearance at the New York show, a larger and more powerful Lycoming eight cylinder engine being used, while the chassis is improved in many details. The frame, for example, is stiffer, being made of $\frac{5}{32}$ in. stock instead of $\frac{1}{8}$ in. To get greater efficiency and flexibility from the engine the Swan system of manifolding has been adopted, this being installed on both the eights and sixes. Elcar bodies are finished in Murco lacquer. An assortment of attractive colors is available, the two tone scheme of finishing also being effectively employed.



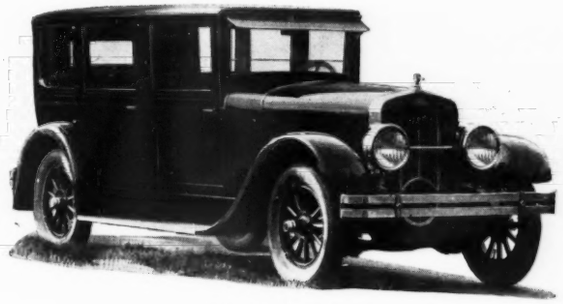
Ford Tudor

FORD—The Tudor Sedan shown is representative of the Ford line for 1926 which since last show season has been more radically revised than at any other time since the model T chassis has been sold. Matching the trend toward greater comfort as well as utility, we find Ford cars with lower lines and lower and more comfortable cushions, while a departure from the conventional black finish is seen in the green or maroon used on the closed models. Mechanical changes which make for greater reliability of operation include greater transmission brake band surface and improved emergency brakes with composition lining.

FLINT—A new model Flint car will make its appearance at the time of the New York show, this being called Flint Junior. It has light "L" head six cylinder engine with a bore and stroke of 2¾ in. by 4¾ in. The tendency toward standardization of popular medium priced cars is shown in the fact that the Flint Junior is made in but one body style, this being the five passenger coach. Two wheel brakes and balloon tires are regular equipment. The model designations of the other Flint cars are being changed at this time from models "40" and "55" to models "60" and "80," a number of changes in engine and chassis being made at the same time.

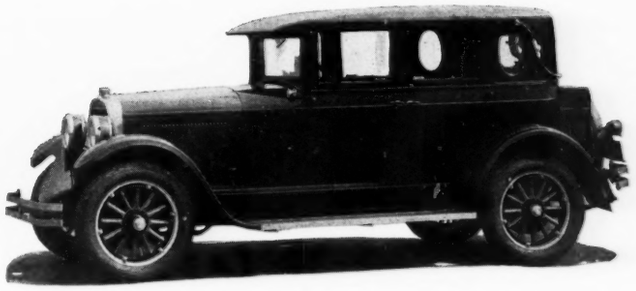


Flint Junior Coach.



Franklin Sedan.

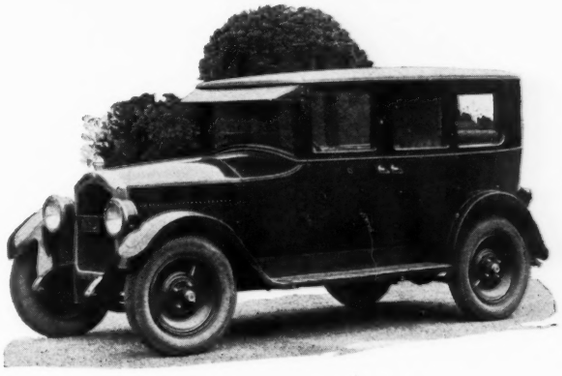
FRANKLIN.—Since the latest changes went into effect on the Franklin in the early part of 1925, this car has had the appearance of having the conventional radiator, as if the car were not air cooled. Not only does the Series 11 embody changes in appearance but in performance as well, for the engine compression and hence the power, has been raised, while a thicker cylinder head and the use of copper fins take care of the extra power and serve to properly dissipate the heat.



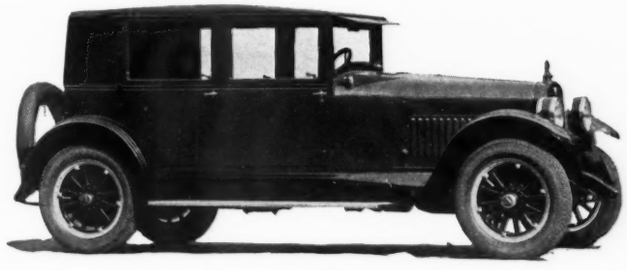
Gardner Six Four Door Brougham.

GARDNER.—Gardner sixes and straight eights for the year 1926 continue without major changes, but with those indefinable refinements of body and chassis which continually make the cars of today better than those of yesterday. The Sedan has been made lower and longer, both in appearance due to changes in windows and moldings and also in actual dimensions. The beauty of the interior is enhanced by the use of silver trim, mahogany panels and silk window shades. Many other improvements are to be noted which affect the switches, locks, door handles and other secondary but essential features of the modern automobile.

HERTZ.—Although recently supplemented with a phaeton model, the sedan on the Hertz chassis as made by the Yellow Truck and Coach Mfg. Co. still provides a vehicle which is satisfactory, both from the standpoint of the company operating a rental business and from the viewpoint of the man who occasionally wishes to use a good car, but does not find it practical to own one. Sturdy frame and chassis units characterize this motor car, while the body is constructed on the same general plan used in making yellow cabs. At the same time the general appearance is that of the average medium priced popular car.



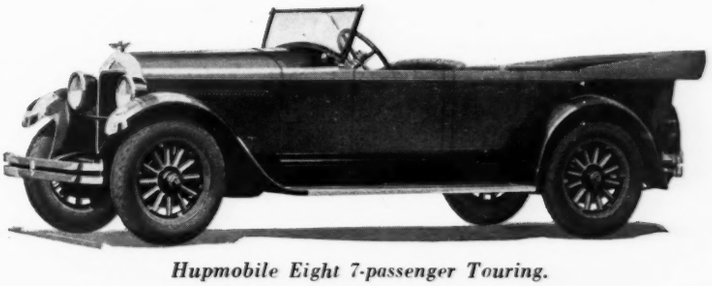
Hertz Sedan.



Hudson Brougham.

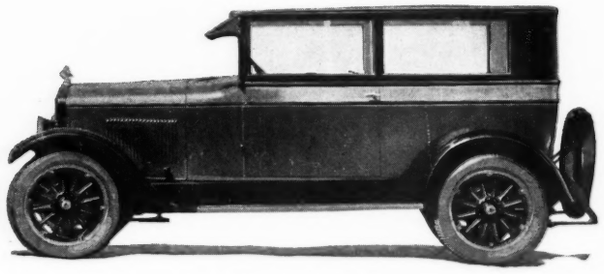
HUDSON—Well known for its work in popularizing the price and the vehicle, the Hudson Motor Car Co. will show its cars in several body styles, the coaches being featured. In these cars continuous refinements are being made which are beneath the surface and do not show up to the casual observer, but which operate to make these cars reliable every day vehicles rather than cars designed especially for spectacular performance. The Hudson cars feature the coach type, but for those desiring a more luxurious closed vehicle, the Brougham is offered, this being the car here illustrated. Aluminum is used throughout in the construction of the body panels on this car, while the rear quarter sections are leather covered.

HUPMOBILE—New body syles on the Hupmobile eights will be shown this year while at the same time there is some increase in the power of the engine due to an increase of 1/8 in. in the cylinder bore. The wheelbase also is 5 3/4 in. longer. In contrast to some concerns featuring closed cars only, the Hupmobile eights are made with seven and five passenger open cars as head liners, although the regulation types of closed bodies are also available. The car illustrated is the seven passenger touring car on the eight cylinder chassis. This car, as well as the five passenger touring, is designed to have the top down if desired. The six recently described in MOTOR AGE is continued as a companion to the eight.

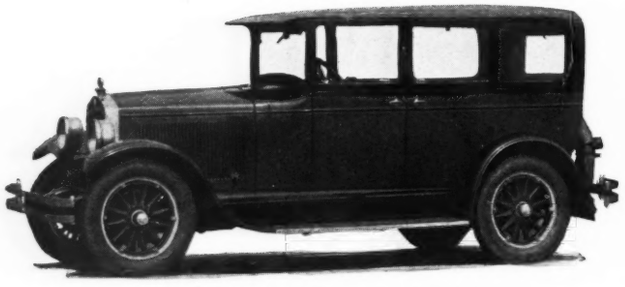


Hupmobile Eight 7-passenger Touring.

JEWETT—Made after the same pattern but smaller than the old Jewett; that is the New Day Jewett, which meets the demand for a closed car of good appearance and capable performance in the six cylinder type and selling under a thousand dollars. Four wheel brakes are regular equipment. The car does not depart appreciably from conventional design, but is intended to meet the present day need for a car easily handled under the conditions of traffic that exist at the present. The car illustrated is the two door steel sedan.



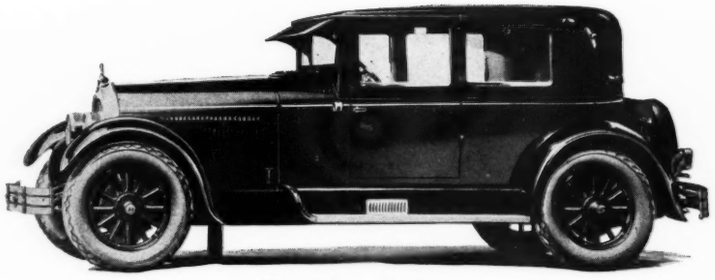
New-Day Jewett Sedan.



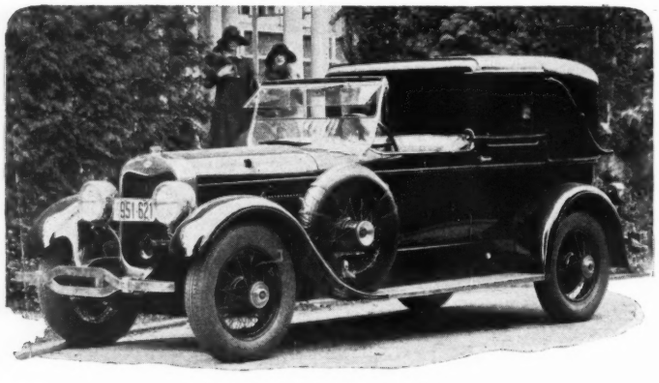
Jordan Series J 5-passenger Sedan.

JORDAN—The new series Model J will be featured at the coming shows by the Jordan Motor Car Co., the Great Line Eight being a companion car for those who wish a more pretentious automobile. All steel bodies are used on all models of the series J, this construction in the closed cars making for better vision. These cars also have removable upholstery which makes it easy to keep the car clean. Walnut and silver serve to trim the interior of the sedan. In the open models we find the popular Playboy roadster, finished in leather upholstery and provided with removable top. The latest body type is the Victoria which is scheduled to make its debut at the coming shows.

KISSEL—As far as chassis are concerned the Kissel cars at the shows this year will be the same as they have been, the recent improvements being of course retained. These include a gasoline purifier, air cleaner and dual oil purifying system. This latter unit which resembles a vacuum tank draws oil from the crankcase and removes gasoline, abrasives and sludge. Both eights and sixes are equipped with these modern devices. A new body type will be exhibited, this being a coupe with a top which folds down, making the car into an open roadster. The car illustrated here is the Kissel Brougham which is supplied with sliding front seats and may be had on either the six or eight chassis.

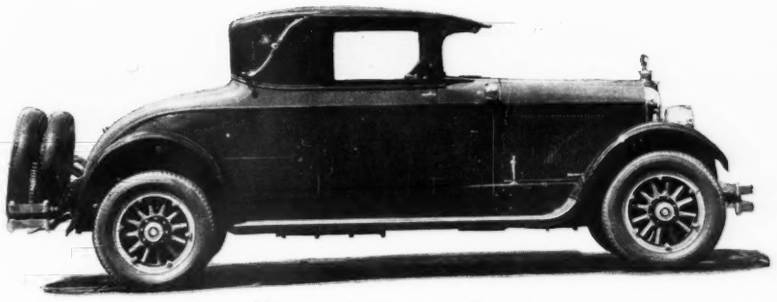


Kissel Brougham.



Lincoln Cabriolet by Brunn.

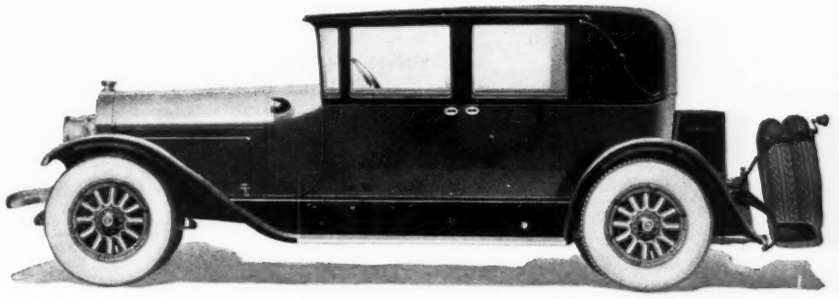
LINCOLN—The Lincoln exhibits are characterized at all shows by the fine custom bodies with which the chassis are fitted and this year will be no exception. On the Lincoln here illustrated is a Cabriolet body by Brunn. This body has rear quarters which are collapsible, so as to make this an open and a closed car in one. The driver's seat is of black leather. Two auxiliary seats are provided, one facing sideways and the other facing to the rear. Spare tires are carried in the fender wells and a folding truck is provided at the rear.



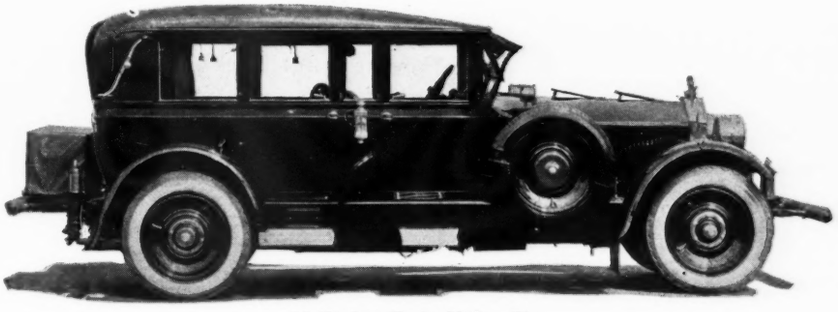
Marmon 2-passenger Coupe.

MARMON.—No new models will be shown at the New York and Chicago shows, but all cars will be equipped with the recent improvements which include double fire ignition, Marmon oil purifier and the Marmon self lubricator. An improved line of five and seven passenger cars, however, is being offered in which a lower appearance is secured by raising the line of the belt molding and lowering the top at the back. The two passenger coupe illustrated has ample storage space in the rear compartment and also a door at the side leading to a golf bag storage compartment.

LOCOMOBILE. — The Locomobile Co. of America will show its Model 90 recently described in Motor Age. This car is powered with a modern high speed L head engine which is said to live up to its model designation as far as developed power is concerned. Modern features of this car include Bendix-Perrot four wheel brakes, four speed transmission, air cleaner and an engine cooling system in which the water jackets are provided with a large removal cover at the side.



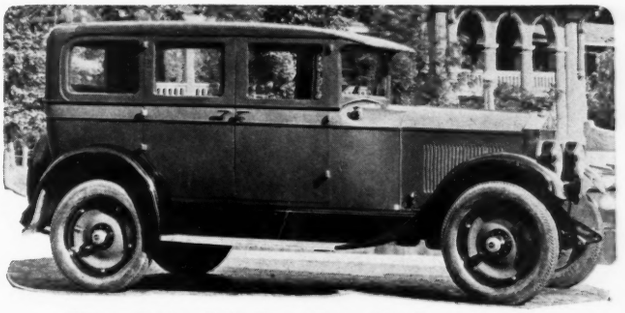
Locomobile Victoria Sedan.



McFarlan Twin Valve Six.

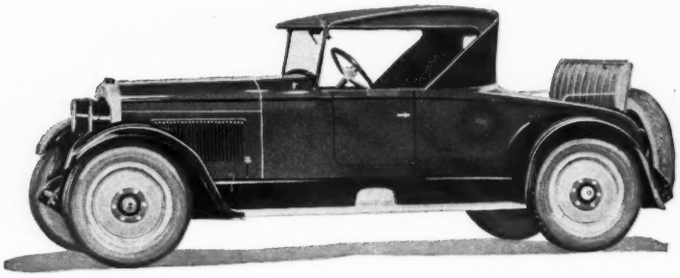
McFARLAN. — New features of McFarlan cars at the New York and Chicago shows will be a new type of chassis lubrication which makes it possible to lubricate all moving parts of the chassis from a central point, conveniently located in the front compartment. Instead of the conventional vacuum tank a pulsometer will be used. Otherwise the construction of the car is unchanged. Two closed cars on the Twin Valve Six chassis will be exhibited, also two closed cars and a roadster on the "Eight" chassis.

MOON.—Refinements in body construction and equipment will be seen at the Moon exhibits this year, a typical example of the latest Moon cars being the Moon Series "A" four door DeLuxe sedan, one of the leaders in the line for 1926. Two tone color combinations are employed, green being used on this car with a black molding below the belt at the rear and sides of body, this molding extending along the hood and cowl. Lights are dimmed by means of a lever mounted on the steering wheel, while instruments are placed under a single glass, these being illuminated by an indirect system.

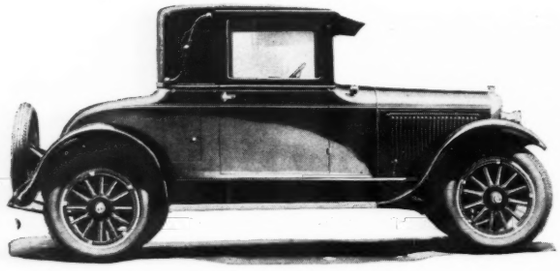


Moon Series "A" Four Door De Luxe Sedan.

NASH—Refinement and improvement of body design is to be seen in the Nash cars that will be displayed at the Nash booth this season, the outstanding models being the Advanced Six Four door Sedan, the Special Six Coupe and the Advanced Six Roadster. The latter model which is here illustrated has extremely low hung lines, which are accentuated by the black top and running gear together with gold striping used against the gray-green color of the body. The rumble seat with which this car is provided is especially constructed for easy entrance and comfort.

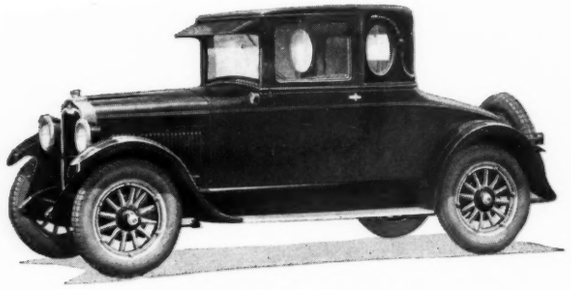


Nash Advanced Six 4-passenger Roadster.



Oldsmobile Coupe.

OLDSMOBILE—Developments in the Oldsmobile line revealed at the time of the New York show will be characterized chiefly by new bodies, with but little or no chassis changes. The car here illustrated, for exampl,e is the new Oldsmobile Coupe. During the past year the line of Oldsmobile bodies has been revised to give a lower effect while the engine has been changed to get more power, the changes being made in the valves and valve mechanism, both diameter and lift having been increased. The drive at the front end has also been changed from gear to chain.



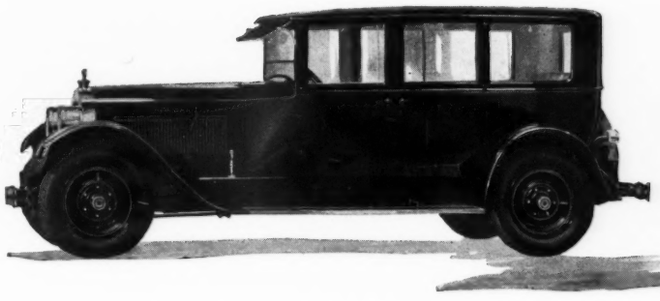
Oakland Landau Coupe.

OAKLAND—Improved engine performance is always the goal of car designers and the Oakland car reflects this desire in the use of a harmonic balancer and many other refinements added during the year just past. The device referred to is intended to offset the tendency for torsional vibration to take place in the crankshaft, it being composed of a weight and stiff springs which offset this tendency. The Landau Coupe shown is finished in Bowling Green and upholstered in spanish leather. It seats three persons, comfortably.

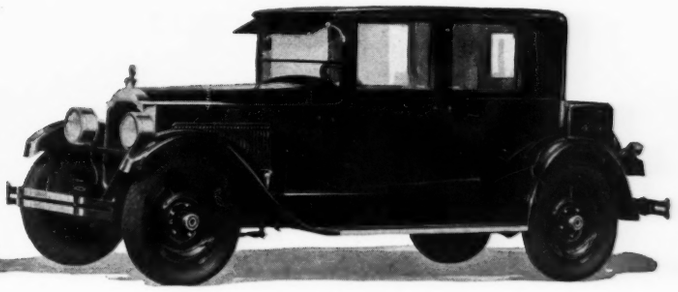
Overland Six Sedan.

Overland "91," 4-cylinder Sedan.

OVERLAND—The Willys-Overland Co. has added a touring car to its six cylinder line and the four cylinder line is continued with all models. Improvements made in the two Overland lines are designed to provide more comfortable and powerful transportation at moderate price. Two of the most popular models are illustrated here.



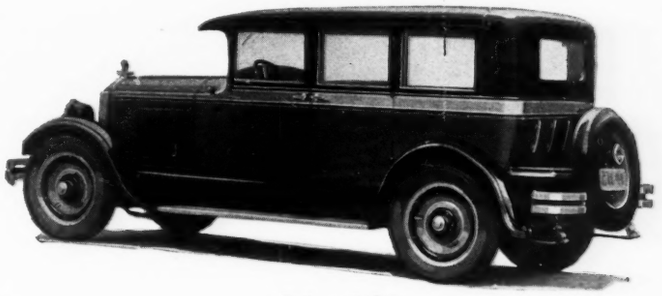
Packard Eight Sedan Limousine.



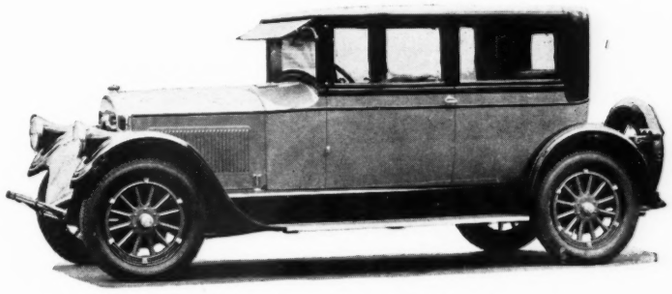
Packard Six Club Sedan.

PACKARD—In line with the Packard policy of having no yearly models, it is indicated that there will be no new Packard models at the show, although the line of eights and sixes will be well represented, one of each type being here illustrated. From a structural standpoint the adoption of the Skinner oil rectifier and the use of a chassis lubricating system are the outstanding improvements made during the past year. The method of lubrication referred to is known as the Bijur system and carries oil to forty-five different points on the chassis, by the simple operation of pulling a plunger and then releasing it.

PAIGE—A new Paige is being turned in the book that records the achievements of the automotive industry, turned out at a lower price to serve as a companion to the New-Day Jewett. Body styles will include a touring, three sedans and a seven passenger limousine, special feature of these cars being the use of two filament bulbs, coincidental lock and air cleaner. Equipment includes an electric clock, gasoline gage, shock absorbers, motometer, rear view mirror and stop light. Four wheel brakes are used.



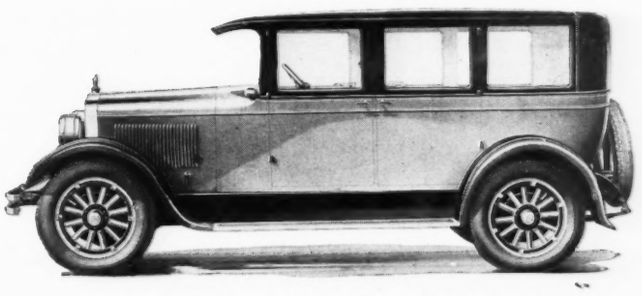
Paige Sedan



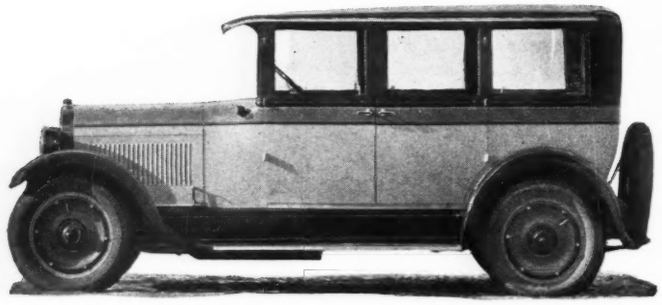
Pierce-Arrow Series 80 Coach.

PIERCE ARROW—A new coach on the series 80 chassis will make its appearance at the New York show in the exhibit of the Pierce Arrow Motor Car Co. The body is hand built at the Pierce Arrow factory and portrays the popular low lines being incorporated in the best of custom built bodies. The car has balloon tires and four wheel brakes which have been standard on these cars for some time. Exceptionally wide doors are a feature of this coach which facilitate entering and leaving the rear seat compartment. A trunk rack is provided on this model.

PEERLESS—A recent departure from its policy of building high priced cars only is seen in the sedan here illustrated, a full description having appeared a short time ago in MOTOR AGE. This car, equipped with a six cylinder engine, Peerless designed and made by Continental, is made in six body styles and is known as model 6-80. Hydraulic brakes and balloon tires are standard on this model. Equipment includes windshield wiper, mirror, stop light, cowl lights, transmission lock, snubbers all around, foot rest and robe rail. An unusual feature of this car is the Bakelite steering wheel. This low priced six supplements the larger sixes and eights and gives Peerless dealers a well rounded line.

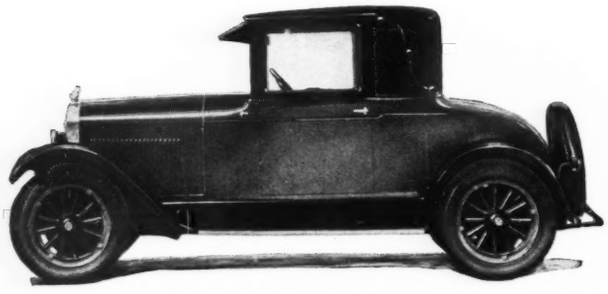


Peerless 5-passenger Sedan.



Reo New Model Sedan.

REO.—A new sedan model will be shown at the Reo exhibits at the shows this year although the chassis is practically unchanged. The coupe appears with slight changes. This chassis incorporates well tried engineering practice which has been retained for some time without change. The valve construction for example, where one valve is overhead and the other L head gives an engine that responds readily to the throttle, while the ease with which main bearings can be adjusted on Reo cars has long been known by well informed mechanics.

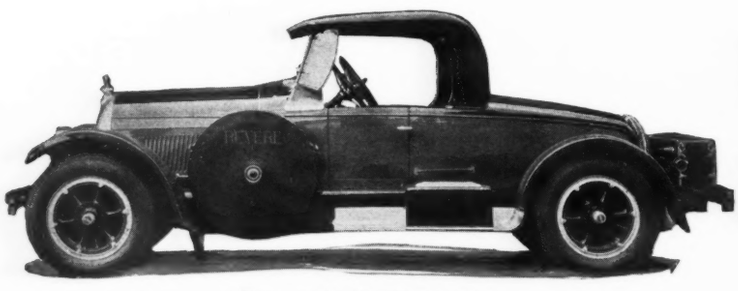


Pontiac Six 2-passenger Coupe.

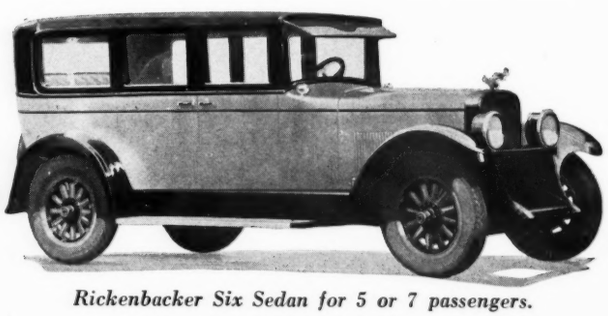
PONTIAC.—This latest addition to the General Motors line, the Pontiac, is a low priced six, but not a light six in any sense as the bore and stroke of 3¼ by 3¾ will indicate. The design of the engine is somewhat conventional, pressure lubrication being used, but one departure from usual practice is seen in the cylinder heads. There are two of these just alike, and each takes care of three cylinders. No open bodies are announced, the only ones available being a two passenger coupe and a five passenger coach, these meeting the demand for closed body types on cars that will perform well and still sell at a reasonable price.

REVERE.—Seeing two steering wheels on one car is not necessarily the result of imbibing too freely, for on Revere cars it is done to provide easier parking with balloon tire equipment. The upper wheel which has a 7 to 1 ratio is normally used while when additional leverage is needed the lower wheel can be employed, this having a 14 to 1 ratio. The car shown has a roadster body mounted on the model 25 chassis, the top on this car being of an unusually attractive design. The special steering wheel referred to is not necessarily found on all Reveres for it is optional, the regular type being furnished if desired.

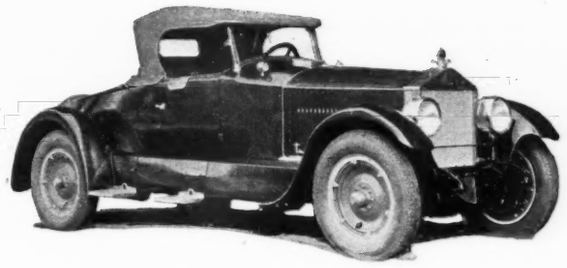
RICKENBACKER.—The shows this year will see the six and eight cylinder cars improved in mechanical detail since the shows of a year ago and with a new line of bodies. During the year changes in the eight cylinder car were made to simplify maintenance and reduce the number of parts carried in stock by Rickenbacker dealers. The cylinder bore of the eight was increased from 3 in. to 3¼ in. to make it the same as the six, so that engine parts such as pistons, pins, connecting rods, timing chain, chain case, sprockets, valves, springs, push rods and guides are the same on both cars. The car shown is the six with one of the new five and seven passenger sedan bodies.



Revere Model 25 Roadster.

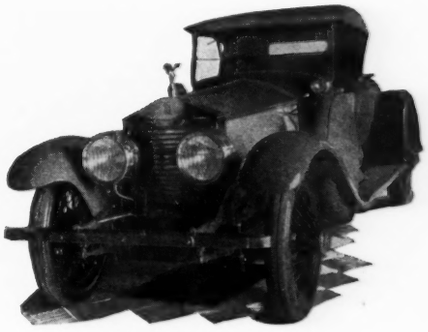


Rickenbacker Six Sedan for 5 or 7 passengers.



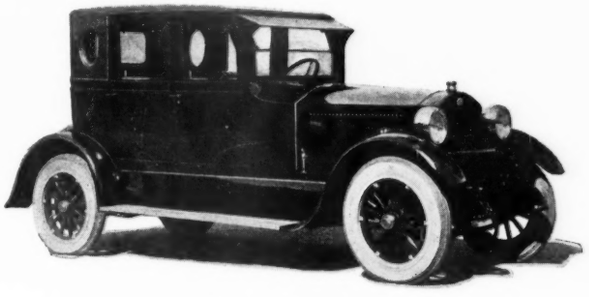
Roamer 8-88 Roadster.

ROAMER—Made to order with paint and upholstery as you like it. That's the custom built method used in selling the new style Roamer now known as Model 8-88, of which the car illustrated is a typical example. This car has an eight in line engine as its name would indicate, the displacement being 287.3 in. Details of the engine include force feed oiling, water pump cooling, chain drive for camshaft and accessory shaft, Swan intake manifold, light weight pistons with four rings per piston, Borg and Beck clutch and transmission with gears constantly in mesh.



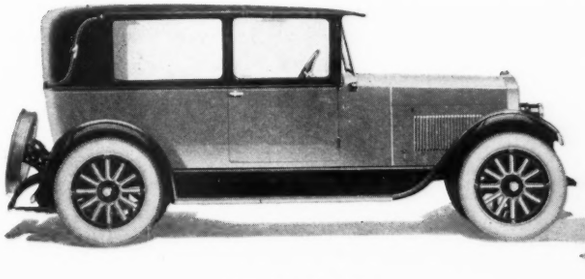
Rolls Royce Roadster.

ROLLS ROYCE—Conservatism and refinement in exclusive body styles continue to mark Rolls Royce cars, the exhibits this year being scheduled to reveal the standard line of mechanical construction with bodies by leaders in the body building art. The model illustrated is a roadster, although both closed and open body types will be displayed at the shows.

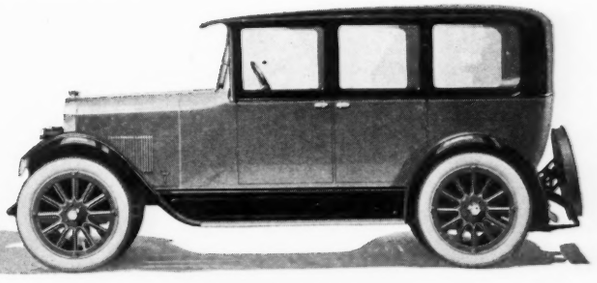


Stanley Brougham.

STANLEY—Stanley cars made by the Steam Vehicle Corporation continue to reflect the design characteristics which make them look like their gasoline driven brethren, for the external appearance is nearly identical with that of many of the motor cars which use internal combustion engines. Balloon tires and four wheel Hydraulic Lockheed brakes are used on Stanley cars, which are made in both open and closel types. High grade engineering in these cars is shown in the use of aluminum in the engine and axle housings.

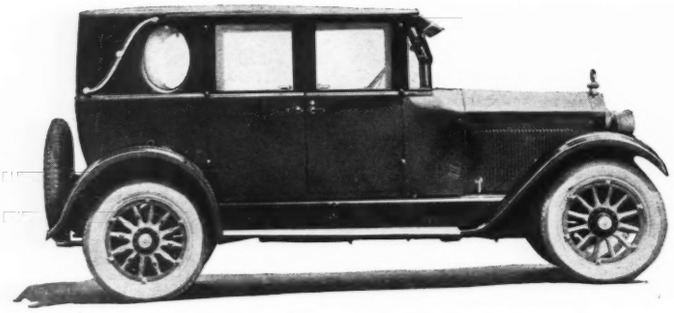


Star Six Coach.



Star Four Sedan.

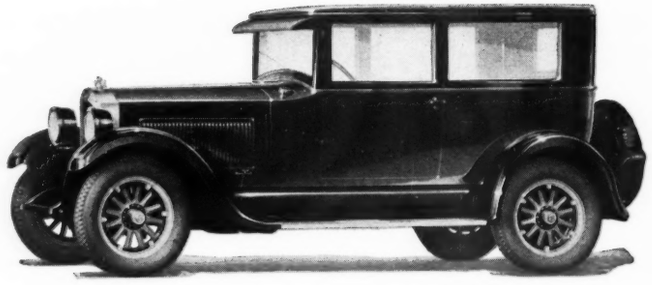
STAR—Cars to meet the need of the low priced field will be shown by Durant under the Star name plate, the four cylinder car rendering low cost transportation with the six meeting the demand for cars having a little more flexibility. The latter model is the latest addition to the line, being powered with an engine said to develop 40 h.p. The construction of the frame and front axle of the six is such that a low hung job results, thus giving a very pleasing appearance to the car. The six cylinder coach illustrated has the folding seat hinged, which permits its being swung toward the driver to provide ample room for entrance to or exit from the rear seat. At the rear seat an unusual amount of leg room is provided.



Stearns Knight Victoria Sedan.

STEARNS KNIGHT—The standard line of cars, Knight engined, will be shown by the F. B. Stearns Co. ,this line including the four cylinder car and the two six cylinder models, which are continued without appreciable change. A variety of bodies are carried in the standard line while custom built bodies are also available at higher prices, these being made to take care of the demand of those who wish finishes, individual and distinctive. The Stearns car illustrated is a Victoria Sedan of pleasing appearance, the oval window at the rear adding to its attractiveness.

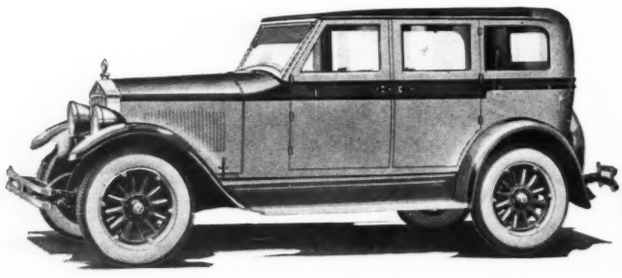
STUDEBAKER—In line with its policy of having no yearly models, the Studebaker cars at the show this year will be those with which the public is well acquainted, the Big Six, the Special Six and the Standard Six in various body styles. Three new bodies announced during the year were the four door Brougham on the Big Six chassis, the Special Six Coach and the Special Six four passenger Country Club Coupe. The Special Six Coach is here illustrated, it being a five passenger car, equipped with one piece windshield, rear view mirror, automatic windshield wiper and sun visor.



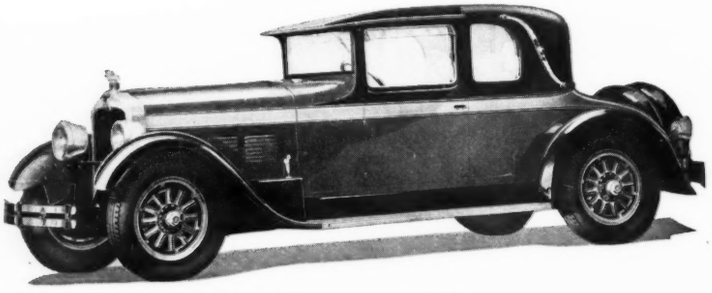
Studebaker Special Six Coach.

VELIE—A new Velie sedan accommodating five will be displayed at this year's shows, a feature that immediately strikes the eye being the extreme slant of the windshield, which is designed to cut down wind resistance and is said to increase the speed of the car five miles an hour. This construction also eliminates reflections which are such an annoyance and are encountered with the vertical type of shield. The difficulty encountered from glaring headlights is practically eliminated by a dark hued plate glass visor which lies close to the windshield. A new engine made by Velie is being used, this being of the overhead type and developing 58 h.p. at 3000 r.p.m.

STUTZ—Many unusual features are seen in the new car put out by Stutz, chief among them being the worm drive rear axle with its low pressure hydraulic brakes. The power plant is the New Stutz Vertical Eight, said to develop 92 h.p. and having nine main bearings to promote excellence of operation and long life. The chassis is especially low hung, which with the body lines adopted gives an especially long appearance to the several models available on this chassis. The body type shown is the Four Passenger Victoria with offset driver's seat and auxiliary folding seat.

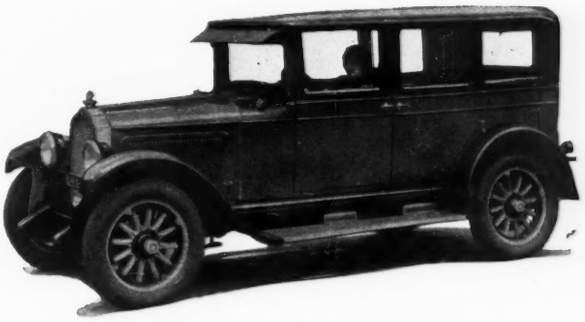


Velie 5-passenger Sedan.

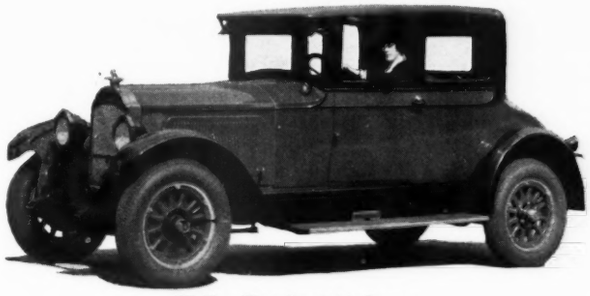


Stutz 4-passenger Victoria.

WILLYS-KNIGHT.—The Willys-Overland Co. will present at the shows the new Willys-Knight six, known as Model 70. This car has a sleeve valve engine of unique design with greatly increased torque, the car having a speed range in high gear of from 2 to 65 m.p.h. The engine is capable of developing 53 h.p. and is mounted in an exceptionally well braced and rugged chassis. The wheelbase of the car is 113¼ in. and both sedan and touring bodies are available. The other six cylinder car serves as a companion to the new model, one of these with a coupe body being here shown. This car has long lines which harmonize with the contour of the body. The finish is two tone gray.



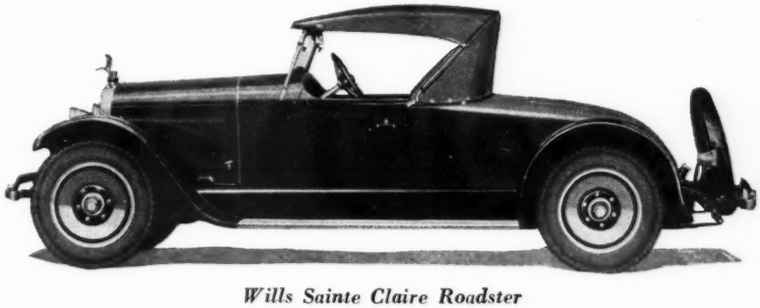
Willys-Knight Model 70 Sedan



Willys-Knight 6-66 Coupe

WILLS SAINTE CLAIRE.—Continuing its line of sixes and Vee eights, Wills Sainte Claire will exhibit at the New York and Chicago shows an improved line of bodies on the six cylinder chassis, the lines being more continuous and flowing. All bodies are lengthened three inches, while the radiator has been increased in height by the same amount. All corners have been given a greater radius and the appearance has been enhanced by the adoption of one piece full crowned fenders. The engine construction which has been well known for high grade engineering innovations such as the camshaft brake and fan release continues without appreciable change. The body styles here shown are the Gray Goose Traveler, a touring model on the eight cylinder chassis, and the roadster on the six cylinder chassis.

Wills Sainte Claire Traveler



Wills Sainte Claire Roadster

THE CHICAGO SHOW IS A NATIONAL SHOW

The automobile shows at New York and Chicago are the two great National Automobile Shows arranged and managed by the National Automobile Chamber of Commerce. This will be the twenty-sixth year that these shows have been held. They always attract many thousands of visitors from all sections of the country and they rank among the greatest industrial exhibitions in America.

THE CHICAGO SHOW THIS YEAR WILL BE HELD JAN. 30 TO FEB. 6

The Automobile Industry in 1925

Preliminary Facts and Figures Compiled by Alfred Reeves, General Manager of the National Automobile Chamber of Commerce

THE INDUSTRY'S BEST YEAR

Cars and trucks	4,325,000
Cars	3,833,000
Trucks	492,000
Percentage increase over 1924	19%
Production of closed cars	2,157,000
Per cent closed cars	56%
Total wholesale value of cars	$2,500,000,000
Total wholesale value of trucks	$500,000,000
Total wholesale value of cars and trucks	$3,000,000,000
Tire production	55,750,000
Wholesale value of motor vehicle tire business	$886,700,000
Total wholesale value of parts and accessories, exclusive of tires	$1,000,000,000
Average retail price of car, 1925	$866
Average retail price of truck, 1925	$1,350
Number of persons employed in motor vehicle and allied lines	3,200,000
Special Federal excise taxes paid to U. S. Government by automobile industry in 1925	$126,552,000

REGISTRATION

Motor vehicles registered in U. S. (approximate)	20,000,000
Motor cars	17,500,000
Motor trucks	2,500,000
World registration of motor vehicles	24,600,000
Per cent of world registration owned by U. S.	81%
Motor vehicle registration on farms	4,600,000
Motor cars	4,160,000
Motor trucks	440,000
Miles of improved highway	495,000
Total miles of highways in U. S.	3,002,916

AUTOMOBILE'S RELATION TO OTHER BUSINESS

Number of carloads of automotive freight shipped over railroads in 1925	3,040,000
Rubber, per cent of, total U. S. consumption used by automobile industry	84%
Plate glass, per cent of, used by automobile industry	50%
Copper, per cent of, used by automobile industry	8%
Iron and steel, per cent of, used by automobile industry	11%
Upholstery leather, per cent of, used by automobile industry	65%
Gasoline consumed by motor vehicles, 1925 (gals.)	7,494,000,000
Crude rubber used in manufacturing tires, 1925 (lbs.)	769,000,000
Cotton fabric used in manufacturing tires, 1925 (lbs.)	226,000,000

MOTOR BUS AND MOTOR TRUCK

Buses in use	70,000
Motor buses produced	15,000
Consolidated schools using motor transportation	11,838
Street railways using motor buses	251
Buses used by street railways	5,000
Buses used by steam railroads	367
Steam railroads using motor buses	20
Railroads using gasoline rail motor coaches on short lines	190
Railroads using motor trucks as part of shipping service	51

EXPORTS

Number of motor vehicles exported	550,000
Value of motor vehicles and parts exported (Including engines and tires)	$392,600,000
Per cent increase in motor vehicles exports over 1924	44%
Per cent of motor vehicles exported	12.2%
Number of motor vehicles imported	630

MOTOR VEHICLE RETAIL BUSINESS IN U. S.

Total car and truck dealers	47,014
Public garages	55,000
Service stations and repair shops	75,105
Supply stores	61,617

New Models Making Their Debut in 1926

BEGINNING with this page MOTOR AGE presents reproductions of photographs and descriptions of the brand new models, changes in chassis and bodies and detailed improvements in the cars which automobile manufacturers will exhibit for the first time at the New York show. In previous issues of MOTOR AGE other new models making their appearance for the first time have been described.

In looking over the following descriptions of cars and recalling of what has been previously published on other new models, one is impressed with the general tendency toward increase in engine output. In very many cases engine bore and stroke have been increased, raising the cubic inch displacement and also slightly raising the N. A. C. C. horse power rating. Increase in bore and stroke usually necessitates a larger crankshaft and to that end many of the 1926 engines are now made with exceptionally heavy shafts, large bearings or a greater number of bearings.

The new cars embody practically everything to suit the most fastidious purchaser of automobiles. Things that used to be considered in the light of special equipment and which were charged for as extras by the dealer are now included as regular equipment in the purchase price of the car. The new cars represent the combination of efforts on the part of the makers to give the public the last word in modern high speed transportation vehicles. Not that progress and design will stop where it is now, but today's cars represent largely a combination of things which have been worked out rather fragmentarily before. There has been a general absorption on the part of the makers of what engineers have recently accomplished in the automotive industry as well as in allied industries.

Appearance is probably the biggest item influencing most persons in chosing an automobile and certainly it cannot be denied that from a look standpoint the 1926 car leaves little to be desired. Bodies, are better proportioned, better built, roomier, better finished and in many cases have been made longer allowing slightly lower seats. All this means better comfort. Vision has been considerably improved with the advent of the all steel body as well as in those instances where composite wood and metal pillars have been made narrower.

Pontiac Latest Offering of General Motors in Two Body Types

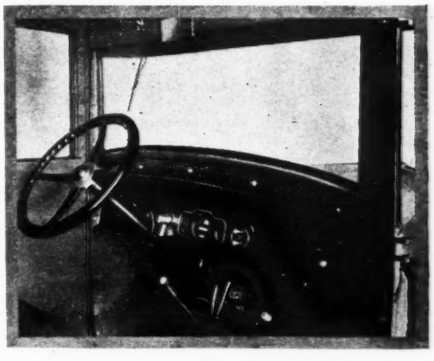
WITH the opening of the New York show, the Pontiac Six, the latest addition to the General Motors line will make its first public appearance. Two body types, a five passenger coach and a two passenger coupe, which comprise the entire line, will be shown at prices which are low compared with the other six cylinder units of the General Motors family. The new coach will carry a price of $825, while the coupe lists at $825.

Distribution of the new car will be through the Oakland organization exclusively and this plant has been remodelled to some extent so that the two lines are produced independently with no interference. Facilities at the plant have been organized tentatively for a production of 60,000 cars during the current year, but in view of the striking price situation, it is planned to give the new car the widest possible distribution and adjust production to meet demand.

In no sense is the new car to be viewed as a small six. The six cylinder engine has a bore of 3¼ in. with a stroke of 3¾ in. Designed for moderate speed operation, the power curve peaks at about 40 h.p. at 2,400 r.p.m. The wheelbase is 110 in. and allows liberal body space on the chassis, which is conventional in every respect with a kick-up over the rear axle. Bodies are built by Fisher and include such characteristic features as the V-V windshield, automatic windshield wiper and rear view mirror.

Duco finish is standard on both bodies. Each has the upper portion finished in black, while the body of the coach is Arizona gray with red striping, and that of the coupe is light sage green with similar striping. Fenders, mud guards, etc., are the usual black baked enamel. Double belt molding with the lower strip extending forward to the radiator is used on both bodies. The lower strip is raised slightly just back of the door openings to produce an individual appearance. Rear quarters on the coupe are finished in leather and fitted with top bows.

Interior finish in the coach is gray corduroy, while this material and leather are optional in the coupe. In the coach both front seats tilt forward and the rear seat has full three passenger capacity. The coupe is fitted with a wide shelf for parcels at the back of the single seat, while the rear deck is closed by a large hinged door. A dome light is fitted in the coach, while the ammeter, speedometer and oil gage are grouped under a single rectangular glass panel at the middle of the instrument board with indirect lighting. A Remy combination light and ignition switch is placed to the left of the instrument panel and a circular plate carrying the choke and manual throttle control buttons is symmetrical at the right side. As ignition control is full automatic, no manual control is required. The horn button is located at the head of the steering column, while the pedal, hand lever and accelerator layout is purely conventional.



Interior of the Pontiac six front compartment showing the neat instrument board layout and the one-piece windshield.

A narrow, relatively flat panel forms the center portion of the hood and blends into the cowl at the rear end. The balance of the surface over the top of the hood is a long radius which terminates in shorter radii at the junctions with the sides. The radiator is nickel finish and is embossed to conform with the contour of the hood. A panel at the center top carries a double medallion similar to that used in the feature advertising of the new car. An Indian head is mounted on the radiator cap. One piece double crowned fenders and 12-spoke artillery wheels carrying 29x4.75 tires complete the appearance of the car.

Outside of the ratio of stroke to bore which is somewhat unusual, the general make-up of the engine is fairly conventional. With a bore of 3¼ in. and a stroke of 3¾ in. and six cylinders, the

displacement is 186.5 cu. in. and the compression ratio is 4.6 to 1. Rigidity of structure is secured by splitting the crankcase 2⅝ in. below the centerline of the crankshaft and casting the cylinders and upper half of the case as a single unit. As the valves are set along the right side of the engine, the cast iron head is bolted on the top surface of the block at a point which is just above the upper limit of piston head travel. A pressed steel pan which includes a false bottom equipped with screens and welded-in baffles completes the lower portion of the engine.

Three main bearings of the fully interchangeable bronze back, babbitt lined type support the crankshaft which is forged with heavy inherently balanced cheeks. Sizes of the main and lower rod bearings are listed as follows:

Bearing	Dia. In.	Length in.
Front main	1 13/16	1⅝
Center main	2	2
Rear main	2 1/16	2
Lower rod	2	1 9/16

Holes of ¾ in. dia. are drilled in the crankpins and plugged. These connect by means of smaller drilled holes with the main bearings and with the rod bearings by small drilled holes which regulate the supply of oil to the crankpins.

Pressure Lubrication

All bearings on the crankshaft are pressure lubricated from a large gear pump which is mounted in the pan and driven by a vertical shaft and a pair of helical gears at the center cam shaft bearing. A copper tube manifold connects with each of the three main bearings and the conventional drilled crankshaft completes the line. Connecting rod bushings are grooved out and the oil supply is regulated by the small holes in the crankpins. However the pump is unusually large and insures liberal supply at all speeds.

Connecting rods are drop forgings equipped with two bolt caps and the lower bearing is babbitted in on a tin bond. An I-section shank flares at the lower end to provide rigid backing for the crankpin bearing. Center to center length of the rods is 7 5/16 in. and the upper end is enlarged to carry a bronze bushing of 1 1/16 in. inside dia. and 1 9/16 in. length. Supply holes are drilled in the sides of the upper bearing and oil which creeps up the shank of the rod supplies the bearing.

Piston pins being 1 1/16 in. dia. are unusually large and are drilled out for light weight. A set screw fitted with a slotted head and a dog point retains each piston pin in the cast iron bearings of the piston. Two rings of 3/16 in. width are located near the top of the piston and a third or scraper ring is located near the bottom of the skirt. Pistons are plain cylindrical with relieved surfaces at the pin ends. The length of the piston is 4 in. and the pin center is 1 13/16 in. above the lower end.

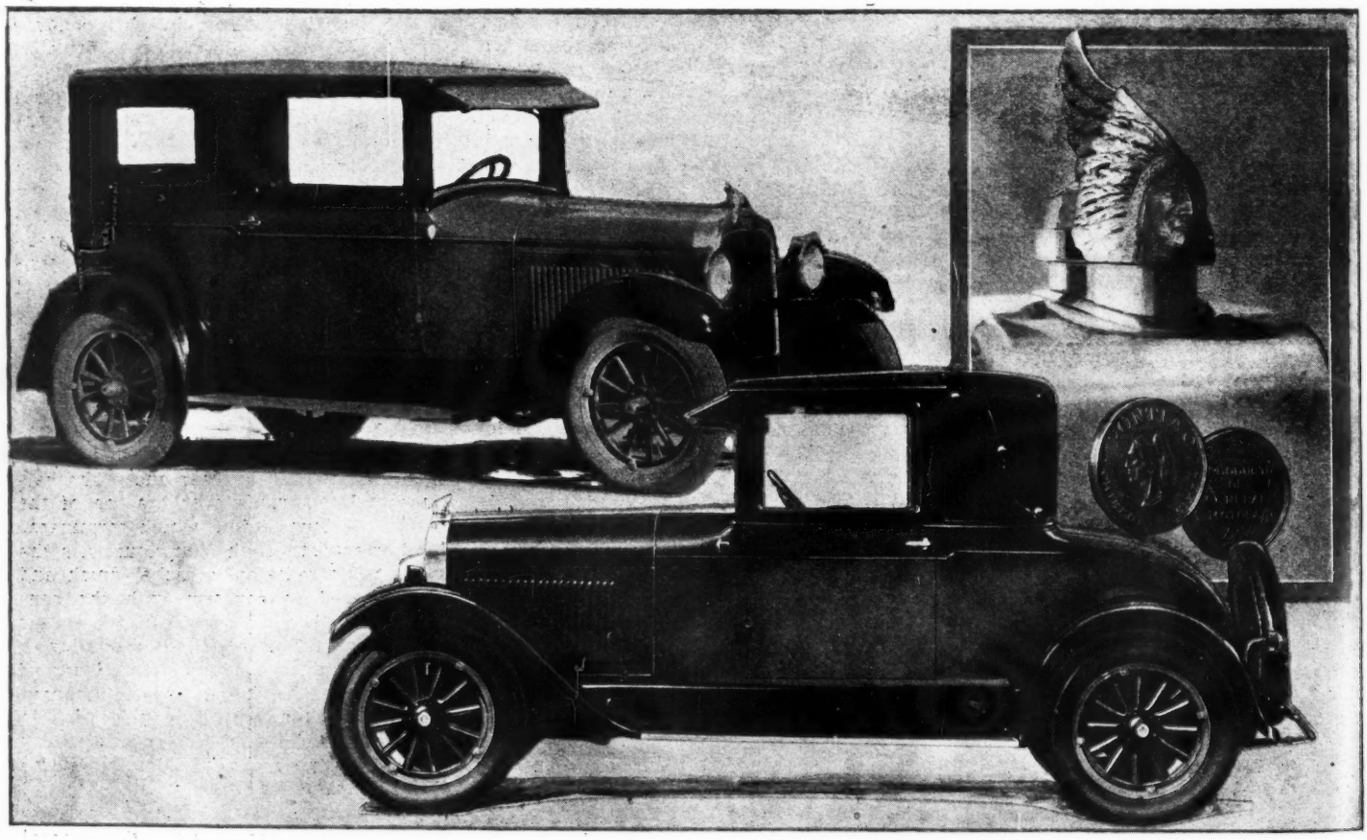
Drive from the crankshaft to the camshaft is by a Morse silent chain of ½ in. pitch and 1¼ in. width with sprockets of 17 and 34 teeth respectively. The construction of the camshaft is purely conventional with a barrel dia. of 1⅛ in. Bearings for the camshaft are reamed directly in the crankcase and their sizes are as follows:

Bearing	Dia. in.	Length in.
Front	1 31/32	1½
Center	1 29/32	1⅛
exclusive of helical gear.		
Rear	1⅝	1 5/16

These bearings with the tappet assemblies and cylinder walls are lubricated by the spray from the crankshaft. The valve timing is approximately conventional.

Tappets are two piece construction having chilled iron heads welded to light steel shanks with the usual adjusting screw and lock nut at the upper end. Six tappets are carried in each of two brackets which are pulled into right-angled machined seats by bolts placed at a slight angle from the horizontal.

Valves have a clear dia. of 1 3/16 in. and a stem dia. of 5/16 in. Silicon chromium alloy is used for the exhaust valve while the intake is nickel steel. The valve lift is .290 in. The combustion space which is cast in the dual cylinder heads is concentrated over the valves and domed to produce turbulence. Two identical cylinder heads each covering three cylinder heads are bolted to the upper face of the cylinder block. A tubular water outlet manifold with welded steel flanges con-



Upper left: Side view of the new Pontiac six 5-passenger coach; upper right: Unique radiator cap emblem and name plate on new Pontiac six; lower left: The six coupe, the wheelbase of which is 110 in.

nects the cylinder heads with the upper tank of the Harrison radiator. The ends of the cylinder heads are formed to allow the mounting of a Remy full automatic distributor head at the upper surface of the block. Drive to this unit is through a vertical shaft which engages with the oil pump shaft and passes upward through the block.

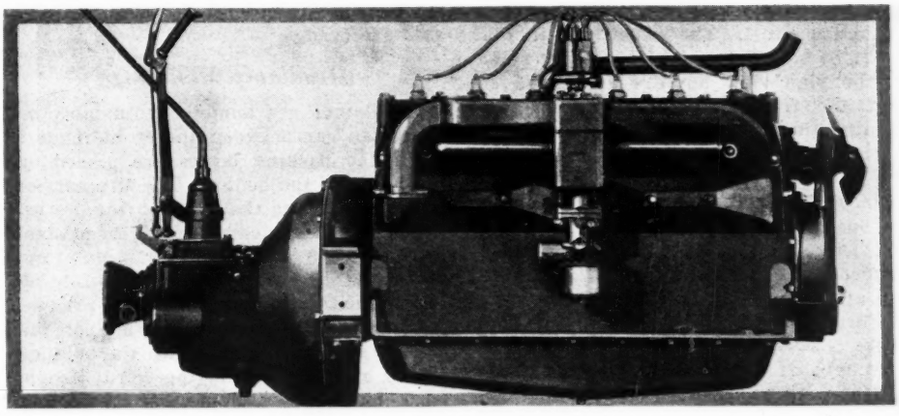
Pump Impeller Mounting

A 3 in. centrifugal pump impeller is mounted at the rear end of the fan shaft and rotates in a pocket in the front end of the water jacket which extends down to the lower limit of travel of the piston head. Liberal water space extends clear around all cylinder barrels and valve passages. The fan is a single piece with a dia. of 15 in. across the two blades. The fan blade carrier also comprises a grooved pulley for a Vee belt. In the layout at the front end, both the generator which is mounted in a hinged carrier at the left side of the engine and the combined pump and fan are driven by a Vee belt from a cast pulley which is mounted on the front end of the crankshaft. Adjustment of the belt tension is made by swinging the generator outward.

A steel plate of $\frac{3}{16}$ in. thickness closes the front end of the crankcase and is flanged at the lower edge to produce a ledge which serves as the front engine support. The chain layout is enclosed by a stamped steel cover. Both front and rear ends of the crankcase are closed below the center of the crankshaft by extension on the bearing caps. At the right side of the engine a two piece manifold is clamped against the block. Although the exhaust and intake manifolds are separate castings they are bolted together at a heating chamber at the carburetor riser. An adjustable by-pass valve near the rear of the exhaust valve controls the heat supply for winter and summer driving conditions. The intake manifold has three outlet ports which are set at sharp angles to insure equal distribution to all cylinders. A Carter 1 in. vertical carburetor is supplied by a vacuum tank on the dash which in turn draws from a 12 gal. tank at the rear of the chassis.

Like the generator and distributor head, the starting motor is made by Remy. This unit is mounted at the left rear of the engine on the front of the upper half of the cast bell housing which is bolted to the rear end of the crankcase. Bendix drive is used for the starting pinion. The lower half of the bell housing is steel stamping. Four bolt flange mounting is used for the flywheel and a bronze bushing pilots the front end of the clutch shaft.

Eight springs are used in the single plate clutch which has an effective outside dia. of 9 in. Instead of a full disc, four segmental sections to which similar shaped sections of anti-friction material are riveted, form the driven member of the clutch. The segments are riveted to a light forged carrier which drives the clutch shaft through a ten splined slip



Right side of Pontiac six engine. This shows the manifolding. The power curve peaks at about 40 h.p. at 2,400 r.p.m.

joint. No adjustment is provided at any point in the clutch assembly as all surfaces in the throwout mechanism are arranged to oppose each other and therefore equalize. Three levers transmit the pressure from the throwout ring to the clamping discs although the drive is taken by the eight springs which press directly against the clamping plate. A graphite bronze shoe at the throwout position eliminates any necessity of external lubrication means.

A pressed steel cover completes the flywheel enclosure and carries the gear box which is altogether conventional in interior design. Three forward speeds and reverse are controlled by a ball mounted lever which is carried in the gear box cover. The hand brake lever and its ratchet also are mounted on the cover. Single row annular ball bearings carry the upper shaft assembly while the pilot bearing and the bushings for the lower shaft assembly are phosphor bronze. The speedometer take-off and universal joint are enclosed by a cast cover at the rear end of the gear case. This cover also is machined internally to provide the seat for the ball at the front end of the torque tube and is closed by a formed steel ring.

The rear axle assembly has as its major units a pressed steel banjo housing and a tapered tubular torque tube which is riveted to the differential gear carrier. With the torque tube arrangement, but one universal joint is used and the front end of the propellor shaft is provided with a ten splined slip joint. The rear end of this shaft is machined to carry one double row ball bearing and one single row bearing as well as the differential drive pinion. The complete differential assembly is mounted at the malleable carrier to which the rear end of the torque tube is riveted and the entire assembly bolts on to the front face of the center of the banjo housing. Two equalizing pinions are used in the bevel gear differential and the housing also is a malleable casting.

Lateral adjustment of the ring gear is made by threaded pressed steel collars which back up the ball bearings of the differential mounting. The standard gear reduction is 4.18 to 1. This ratio in conjunction with the moderate speed characteristics of the engine allows a top speed of just over 50 m.p.h. Rear axle drive shafts are alloy steel and are approximately straight throughout their entire length, being enlarged at their outer ends to accommodate the annular ball wheel bearing and the taper end for wheel mounting. At the inner ends ten spline fittings slip into the differential side gears. As a torque tube drive is used, the rear spring pads can rotate on the rear axle housing. The rear or inspection opening of the banjo housing is covered by a light steel stamping.

Brakes on Rear Axle

Both emergency and service brakes are mounted on the rear axle. Service brakes are operated through an equalizer bar and operating shafts, the latter being carried on the rear axle housing. External contracting bands of 2 in. width bear on the outside of the pressed steel brake drums which are 11 in. dia. Internal or emergency brakes are toggle operated expanding bands of $1\frac{1}{4}$ in. width. Both sets of brakes are lined with anti-friction material.

Springs are $1\frac{3}{4}$ in. wide at both front and rear and are bronze bushed at all eyes. Rear springs are 54 in. long and made of chrome vanadium steel while front springs are 36 in. long and made of straight carbon steel. Shackles are placed at the rear ends of all springs and those at the rear stand at a great angle when loaded normally and therefore do not transmit road shocks directly to the body.

The front axle is conventional Elliot construction with parallel king pins and a yoked cross rod. Thrust washers carry the vertical load and bronze bushings inserted in the knuckle forgings bear on the king pins. Wheels are mounted on opposed cup and cone bearings and the wheel spindles are set at a camber of $2\frac{1}{2}$ deg. The middle portion of the axle is H-section drop forged and has a deep drop to permit over mounting of the front springs. Both the cross rod and drag link are solid instead of tubular. Control of the front end is by a worm

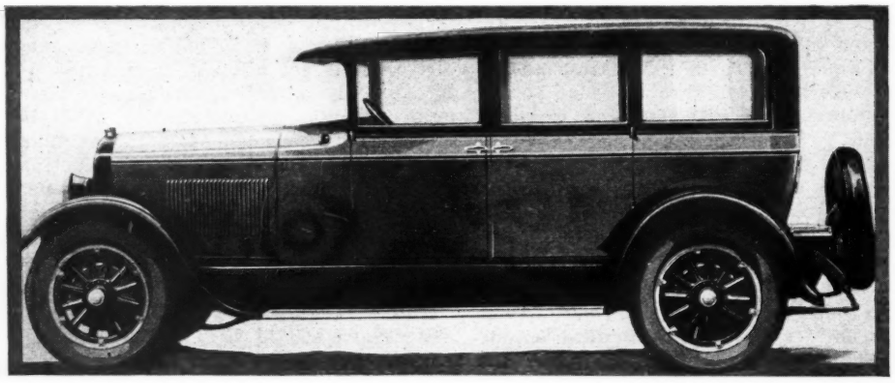
and gear type of steering gear having a reduction 8 to 1. The wheel is 16 in. dia.

Frame side channels are straight sided in the plan view but are assembled so that the frame width at the rear is greater than that at the front. Three cross members are used, the first being the radiator and front engine support member. The second is an inverted channel located at the front supports of the rear springs and the third is a wide formed plate which is riveted into both top and bottom flanges of the side rails to form an inverted saddle for the gas tank. These are assisted by the rear engine support which consists of the usual bell housing and pressed steel hanger arrangement.

Frame side members are 4½ in. deep at the mid-section with 1¾ in. flanges and 5/32 in. thickness. Conventional front spring horns and kick-up over the rear axle are used.

Headlamp Mounting

Headlamps are mounted adjustably on the cross bar between the front fenders while the parking lamps are placed on the cowls of the bodies. The tire carrier lays in between the rear spring horns. An AC muffler is carried in pressed steel brackets just inside of and below the right side member. The Prest-O-Lite 80 am. hr. battery is mounted in a pressed steel carrier under the left end of the drivers seat. In keeping with the balance of the electric system, the horn also is made by Remy. All chassis lubrication points are equipped with special fittings which permit the use of a high pressure oil gun that forms part of the standard equiment.



The new and smaller Paige sedan, a companion car to the New-Day Jewett recently announced. The standard sedan sells for $1,495.

Paige Offers New and Smaller 6-Cylinder Model

THE Paige-Detroit Motor Car Co. will introduce at the New York Show a new smaller and lower price Paige which will be a companion car to the New-Day Jewett announced recently. These two cars will make up the dealers' line for 1926. There have been no departures from standard practice, the new car following closely the combined designs of the larger Paige and Jewett cars.

Five body styles including two seven passenger closed cars will be offered on a 125 in. wheelbase chassis having hydraulic four wheel brakes and 32 by 6.00 balloon tires. The three bearing engine of 3¼ by 5 in. bore and stroke is formed in unit with a single plate clutch and three speed gearset. Two metal universals connect the powerplant with the semi-floating rear axle which has a standard gear ratio for all models of 4.8 to 1.

Special features are two filament bulbs, coincidental lock and an air cleaner.

The engine built in the Paige shops is an "L" head six developing 63 brake h.p. at 2,800 r.p.m. and has an N. A. C. C. h.p. rating of 25.35. Compression ratio is 4.68 to 1. Cylinders are cast integral with the crankcase with the bores being finished by lapping while the cylinder head is removable.

The bearings of the following dimensions support the crankshaft.

	Front	Center	Rear
Lengths	2 11/32 in.	2 7/32 in.	2 31/32 in.
Diameters	2 25/32 in.	2⅜ in.	2⅜ in.

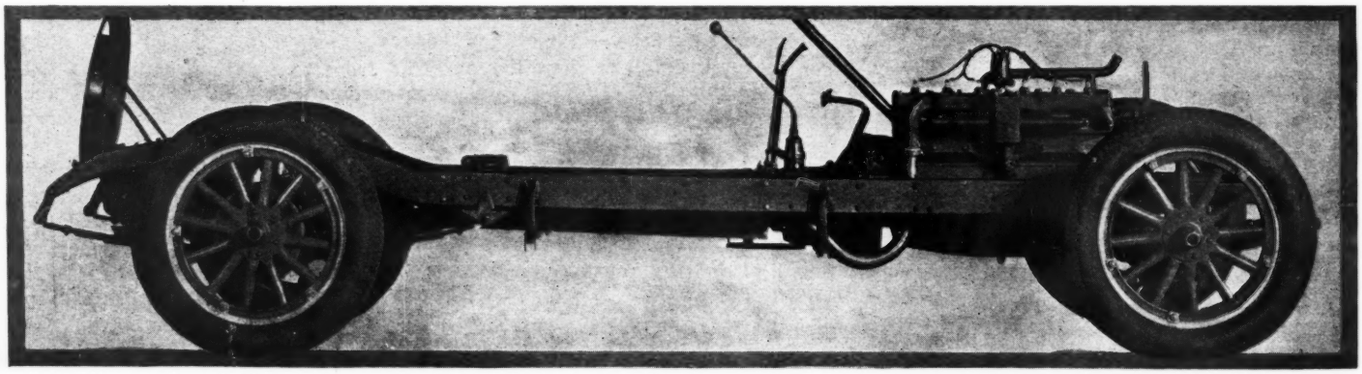
End thrust of the shaft is taken by the front main bearing. At the lower ends of the "I" section connecting rods, the babbitt bronze back bearings are 2⅜ in. diameter by 1¾ in. long. Adjustment of bearings is by brass laminated shims. By means of pins 1 in. diameter by 2 13/16 in. length, the grey iron pistons are attached to the rods. Three rings all above the pin and 3/16 in. wide are employed, the lowest one being of the oil control type necessitating 15 drain holes to be drilled in its groove. The pin rocks in a bronze bushing in the rod being locked in the piston by a set screw. The piston plain weighs 21 ounces.

Camshaft Bearings

Through the conventional triangular layout incorporating an automatic tightener, the Link-Belt timing chain operates the camshaft and generator. The chain running on S. A. E. 1020 steel sprockets is 1½ in. wide, 106 links long and of ⅜ in. pitch. Three bearings are used to carry the No. 1015 S. A. E. steel camshaft which has bearings of the following dimensions:

	Front	Center	Rear
Length	2 53/64 in.	2½ in.	2 in.
Diameter	1 15/16 in.	1 29/32 in.	1⅞ in.

Both valves formed with semi-steel heads and No. 1020 S. A. E. steel stems are interchangeable. Head diameters are 1 7/8 in., stem diameters ⅜ in. with the overall lengths 6 in.



Pontiac six chassis. This shows the general disposition of the various units. Tires are 29 by 4.75

From a gear driven pump, oil is circulated under pressure to main bearings, through drilled ducts in the shafts to the connecting rod bearings, camshaft bearings and front timing chain. To show "full" on the indicator six quarts of oil are necessary to fill the crankcase. By means of a thermostat, temperature of the cooling water is controlled. The radiator is of McCord make and of the cellular type with the total water capacity of the system 4½ gallons. The fan is driven by a flat belt 1 in. wide.

Fuel is delivered from the 17½ gal. tank at the rear to the Stromberg X-2 carburetor by a Stewart vacuum tank. An Ireland and Mathews air cleaner is attached to the air intake while the incoming mixture is heated by a hot spot connected directly with the exhaust system. Diameter of exhaust pipe is 2 in. and the conventional muffler is of Oldberg manufacture.

Electrical Equipment

Electrical equipment is made up as follows: Generator and starter, Remy; ignition, Atwater-Kent; battery, Westinghouse. A 20 deg. automatic advance is provided in the distributer while the firing order is 1-5-3-6-2-4. Spark plugs are Champions ⅞ in. regular. The starter engages with the flywheel gear by the usual Bendix drive while the generator voltage is regulated by a thermostat.

Clutch, transmission and engine form a single unit being carried in the frame at three points. The Long single plate clutch, model 10-A, requiring no adjustment has two driving and two driven members, the steel disks being faced with Raybestos 7¾ in. outside diameter by 9/64 in. thick. The transmission, a Warner Gear Corp. product, model No. T-64F provides the following gear ratios:

Low	3.11 to 1
Second	1.69 to 1
High	1.00 to 1
Reverse	3.78 to 1

Through two Mechanics metal universal joints and a tubular propeller shaft the power is transmitted to the semi-floating Salisbury rear axle, drive and propulsion being taken through the springs. The housing is of the one piece pressed steel type, the differential is of Brown-Lipe make while the axle shafts are of chrome carbon steel. The straddle type of mounting is adopted for carrying the pinion end of the shaft with screw adjustment being provided.

Brake drums and lining have the same dimensions on all four wheels, the diameter of the drums being 14 in. with the lining 2 in. wide by $\frac{3}{16}$ in. thick. Braking power is divided 50-50 on front and rear wheels. The emergency brake operated on a 8 in. diameter drum behind the transmission with the lining 2 in. wide by $\frac{5}{32}$ in. thick. Both foot and hand brakes are of the external contracting type.

Semi-elliptic springs are attached to the straight tapered frame through ⅝ in. diameter shackle bolts. Dimensions of the front spring are 38 in. long by 2 in. wide with the rear spring 2¼ in. wide by 58 in. long. The frame provided with one tubular cross member and four pressed members has side channels 7 in. deep, flanges 2 in. wide and the stock $\frac{5}{32}$ in. A Gemmer steering gear model No. 90 of the worm and sector type provides a reduction of 14 to 1 which allows very easy turning of the wheels when the car is at rest. Wheels made by Motor Wheel Co. are of the artillery type on the standard models and fitted with Jaxon 4½ in. wide rims. Chassis lubrication is by the Zerk system.

In addition to the usual items the following are included as standard equipment. Sterling electric clock, dash gasoline gage, four Weed shock absorbers, motometer, automatic windshield cleaner, rear view mirror, stop light, with heaters and bumpers on the special cars.

Willys-Knight "70" Model Companion to Larger Sleeve Valve Six

IN PRESENTING at the New York Show a new light six Willys-Knight to be a companion model to the larger sleeve valve six introduced exactly one year ago, the latest product of the Willys-Overland, Inc., it is expected will prove the most popular car to be sold through their dealer organization. Both the four and six cylinder Overlands will appear without any important mechanical changes and, except for the addition of a touring car on the six chassis, the lineup of the bodies will be the same as previously.

Prices on the new car will not be announced until during the New York Show, but it is understood they will be considerably lower than those on the present Knight six.

Two body styles, a sedan and touring, will be offered on the new Knight engined chassis—known as the "70"—which follows closely the general design of the larger six, model "66," and incorporates such features as mechanical four wheel brakes, air cleaner, and a seven bearing crankshaft. The radiator design of the larger six is retained on the lighter model, while the bodies have the same characteristic lines, employing the double belt beading, although they have a lower and more rakish appearance. Wheelbase for both body models is 113¼ in. and the six ply balloon tires are 30 by 5.25 in.

That the engine of the new comer represents an advance in sleeve valve developments is apparent when the bore and stroke of $2\frac{15}{16}$ by 4⅜ in. is compared with the unusual road performance for a car of these dimensions. On many of the famous test hills, the car with full load has bettered 30 m.p.h. over the top from a standing start—the maximum speed is greater than 60 m.p.h. and the rate of acceleration is above the average. While the bore is said to be the smallest in the country embodying the Knight principle, the engine is claimed to develop the highest torque per cubic inch of piston displacement of any automobile with the possible exception of a single Knight engined car in Europe.

Front view of the new light six Willys Knight known as the 70. It follows closely the general design of the larger sleeve valve six introduced exactly a year ago.

In many respects the new "70" is a smaller replica of the "66" unit, the most important change between the two styles being the new method of manifolding. With an N. A. C. C. rating of 20.67 and a piston displacement of 180 cu. in., 53 brake h.p. is obtained at 3,100 r.p.m., while the standard torque rating is 117 ft. lbs. at 1,200 r.p.m.

At both front and rear the engine is secured to the frame through heavy gage steel plates forming the regular four point type of suspension. The cast iron cylinder block is separate from the aluminum crankcase, the latter being carried 2½ in. below the center line of the crankshaft to provide extra stiffness. At the lowest point of the cast aluminum oil pan is placed an oil strainer which can be removed by the loosening of a single nut. The strainer is secured to a large plug which is held against a flange on the oil pan by the nut mentioned.

Cylinder heads of die cast aluminum employing six multi-step rings are of the same general design as the larger six, being secured to the block by studs. The combustion chamber is of the globular type, carrying a ⅞ in. spark plug in the center. Water entirely surrounds the cylinder heads, which are divided into two sections that register with openings on the inside of the water cover. The

latter is of die cast aluminum held down by six nuts screwing on the central section of the cylinder heads. Cooling water enters the block through the pump located on the front of the block, and leaves through an outlet between cylinders 3 and 4 on the water cover. On account of the unusually effective cooling system the engine operates on a comparatively high compression ratio and at low speeds shows no tendency to knock when laboring.

Seven Chadwick bronze back babbitt bearings are used to carry the plain crankshaft, which has a main journal diameter of 2¼ in. Lengths of the bearings follow: Front, 2 in.; intermediate, 2 7/16 in.; rear, 2½ in. In addition to being completely balanced, the bearing caps are recessed into the crankcase webs to secure utmost rigidity.

Tubular drop forged connecting rods of carbon steel with a center to center length of 10 in. are employed. They are drilled from both ends, the smaller diameter being at the lower end. The big ends having the bearings babbitted in place are 2 in. in diameter by 1 5/8 in. long. At the upper end, the hollow piston pin of ¾ in. diameter by 2 1/16 in. length is held in the rod by a 1/8 in. bolt. Pistons are a special aluminum alloy die cast with three rings ⅛ in., all above the pin. From the pin center to the top of the head is 2 in., with the over all length 3⅝ in. The skirt is of the split type.

A link-belt chain of ⅜ in. pitch and 1¼ in. wide operates the generator and eccentric shaft. An automatic spring idler is placed between the sprockets on the crankshaft and generator, and eliminates the necessity of manual adjustment to compensate for stretching. The eccentric shaft is carried in seven bearings whose diameters range between 1.97 in. and 1.92 in., except the front bearing, which is 2.18 in. diameter. Lengths are: Front, 1⅜ in.; center and rear, 1¼ in., and the intermediates ¾ in. The eccentrics themselves are babbitt lined and secured through short connecting rods to the sleeves by ½ in. diameter pins. Porting arrangements and areas follow closely those employed on the "66" car and it is claimed that the increased porting is responsible for much of the higher power the engine gives. Sleeves of cast iron ground both internally and externally are fitted to a .002 to .0025 in. clearance. Lubrication is through mist and by means of grooves and holes spaced evenly around the sleeves.

At the front end of the accessory shaft a spiral gear drives a vertical shaft which carries the ignition distributor above the externally placed oil pump mounted below. The latter is of special design with an internal gear meshing with a pinion mounted eccentrically in the pump housing. Oil is distributed to the main bearings by a manifold secured to the bearing caps. Through ducts drilled through the crankshaft oil is fed to the connecting rod bearings, while the timing sprockets are lubricated under pressure. The oil pipes drawing lubricant from the screen and the pipe leading to the oil manifold connection from the pump are located externally and in an accessible position. To give lubrication in proportion to the work of the engine, the main pressure is automatically increased or lessened by a spring loaded relief valve controlled by the openings of the throttle. The eight quart capacity of the engine is shown by an indicator on the left side of the engine.

Water Circulation System

Circulation of the cooling water is through a centrifugal water pump formed in unit with the fan and secured on the front of the block. In the outlet on the water cover a thermostat control is placed. A bracket formed with the pump cover carries the front end of the combined fan and pump shaft on a single ball bearing. At the rear the shaft is provided with a bronze packing nut. Through a "vee" belt on the crankshaft the cooling unit is driven, adjustment being provided for by eccentric movement. The radiator is of the brass ribbon cellular type with a frontal area of 357 sq. in. Water capacity of the entire system is 4⅛ gallons. By means of two triangular braces, weaving of the radiator and the subsequent movement of the hood on the cowl has been eliminated. From the center of the radiator near the top, two stout steel rods branch out, one being secured on each side of the dash.

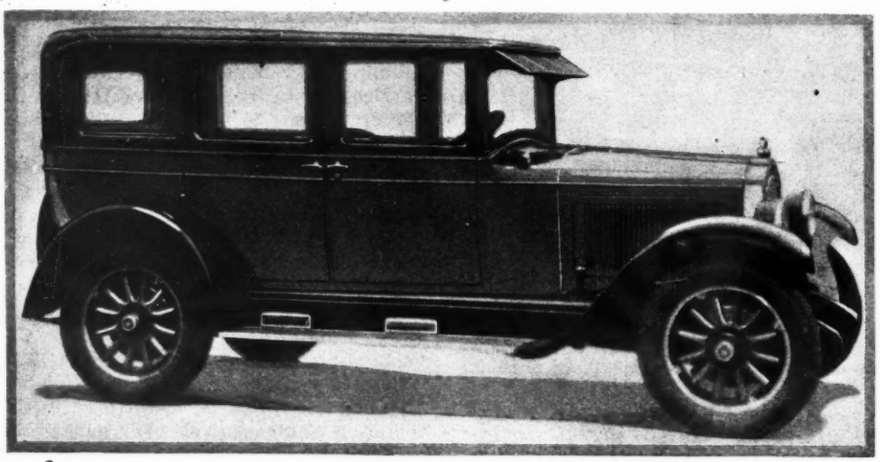
A Tillotson 1 in. carburetor of the top outlet type is attached directly to a short neck which passes through a bulbed section of the exhaust and from there on to the high turbulence abrupt ended intake manifold. The latter is of large cross section and has its center line slightly above the centers of the valve ports, allowing a gravity flow of the mixture into the combustion chambers. An A-C make of inertia air cleaner similar to the type just adopted on the larger six is regular equipment. From the 10 gallon tank at the rear fuel is delivered to the carburetor by a Stewart vacuum tank. Differing from the arrangement on the larger car, the exhaust is now carried around the front of the block and is bolted to the intake hot-spot. From the other side of the bulbed section the 1¾ in. exhaust pipe is led direct to the large size muffler. This exhaust arrangement, besides keeping the heat away from the front floor boards, enables the interior of the cylinder block to be kept clean, as the heat for the hot-spot can be brought directly to it.

Electrical Units

All three electrical units are of Auto-Lite manufacture. The ignition distributor is of the semi-automatic type, while the generator is provided with the third brush system of regulation. The starter, which is quickly detachable, is engaged with the steel ring on the flywheel by the Bendix drive. The 6-8, 15 plate 142 amp. hrs. battery is of large capacity when the size of the engine is considered. Wiring system is of the single wire type. The oil pump, distributor and generator are combined in such a manner that each unit is independent of the other and are easily accessible for service, being placed on the forward right hand side of the engine.

A Borg and Beck single dry plate clutch and a three speed gearset are mounted as units to complete the power plant. The clutch, mounted in the flywheel, has two moulded asbestos facings. Adjustment is provided by a movable disk inside the cover plate. The throwout bearing is of the ball type, embodying a graphite impregnated bearing.

Gears in the selective sliding transmission are of the stub form, making for great strength. At the pilot end of the clutch shaft plain bearings are used, while in the transmission case it is supported on a ball bearing. The six splined main shaft at the front is carried in a straight bushing and at the rear mounted on a ball bearing. Both the anti-friction bearings are of New Departure make. With the countershaft stationary, the cluster gears rotate on plain bushings, positive lubrication of these bearings being insured by a small scoop formed



New Willys-Knight Six "Seventy" mounted on a 113¼ in. wheelbase chassis and powered with a seven-bearing crankshaft engine.

on the shaft between two gears. Gear ratings are:

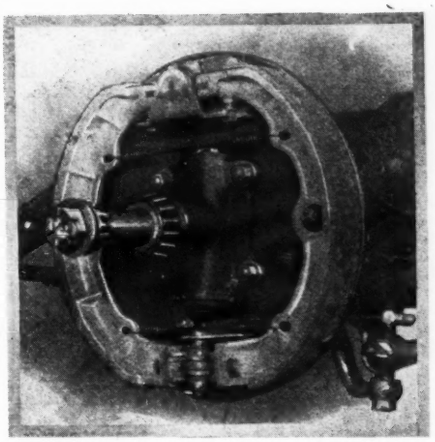
Reverse, 4.20 to 1; second, 1.78 to 1; low, 3.14 to 1; high, 1.00 to 1.

Speedometer drive is taken off immediately behind the rear bearing and a transmission lock is built into the case. On an extension of the main shaft a transmission brake drum is located, which has a 7 in. diameter by 2¼ in. wide, while the brake lever is connected with the external contracting band through a simple system of levers. With a brake lining size of 1¾ in. wide (by $\frac{5}{16}$ in. thick), the total braking area for the emergency brake is 62.1 sq. in.

Power plant and rear axle are connected by a 1¾ in. propeller shaft and two Mechanics metal universal joints. The rear axle of the semi-floating employs a pressed steel banjo type housing. Both gear and the pinion integral with the shaft are of chrome nickel steel, the latter being carried at the pinion end on a ball bearing and at the other end on a double row ball bearing. These three bearings are of New Departure make. The differential assembly is unusually simple in design and consists primarily of a one piece malleable casting carried on two tapered roller bearings. With a nine tooth pinion and a 46 tooth ring gear a 5.11 to 1 ratio is obtained. Axle shafts are tapered their entire length, the diameter at the wheel end being 1½ in. and 1¼ in. at the splined end. Single row New Departure ball bearings are used to carry the total weight at the wheel ends. Drive is of the Hotchkiss type.

The front axle of "I" section, made of Chrome Molybdenum steel, employs a total of eight tapered roller bearings. Each steering spindle is carried in two roller bearings, while the wheels each have dual bearings of the same type. The cross rod is placed to the rear of the axle beam. Steering gear is of the sector and worm type with the worm carried between radial ball thrust bearings. The bearings on the sector shaft are of hard rolled bronze. It is necessary to make two complete revolutions of the 18 in. diameter aluminum spider steering wheel to bring the front wheels from locked to locked position. Similar to the arrangement on the larger car, the horn button and auxiliary switch for operating the dim and bright lights are mounted on a bracket attached to the right side of the 1⅜ in. steering post so that these devices can be controlled without removing the right hand from the wheel. Headlights are fitted with the two filament bulbs, providing high and low lighting.

There is virtually little difference between the braking arrangements on the "70" model and the "66." Brakes, shoes and equalizers are interchangebale on both cars, while the diameters of the drums are the same. The brakes on the front wheels are of the internal expanding type, with those at the rear external contracting. Inside the front wheel drums are two cast aluminum shoes anchored at the top. In the wedge shaped spaces formed by the curved ends of the shoes, operating rollers are placed. When the brakes are applied, the rollers are drawn in toward the center of the axle, thus forcing the shoes outward into contact with the drums. The rollers located in the brakes proper are attached to yokes which in turn are connected by pull rods to the floating equalizer. The latter is supported on a bracket attached to the "I" beam section of the front axle. It is operated by a rod connected directly with the brake pedal. To permit universal motion of the steering and braking elements, the yokes are fitted with ball joints. At the lower end of the brake pedal is a small bell crank which has one arm connected with the front brakes and the other arm connected with the rear wheel brakes through another lever and bell crank and the customary rods. An equalizer is also mounted on the pedal, so that with this arrangement the sets of brakes on the front and rear axles are equalized as well as the left and right wheel brakes.



Details of the front brake mechanism on the Willys Knight 70. The two cast aluminum shoes are anchored at the top.

The dimensions of the brake drums are unusual for a car of this type, the size being 14 in. diameter by 2¾ in. wide. With a brake lining width of 1¾ in., the total braking area of the service brake system is 286.5 sq. in. The drums are the same size on both axles. The hand brakes on the larger car operate on the rear wheel, whereas on the model "70" a transmission brake is provided.

Frame Rigidity

Five cross members of large dimensions give the straight tapered frame an unusual degree of rigidity. The foremost member is of ¼ in. stock and of the tubular type being 1½ in. diameter. Underneath the radiator is a pressed steel channel member whose maximum width is $6\frac{5}{16}$ in. Side members of the frame are 4½ in. deep with a 2¼ in. flange and formed of 5-3/2 in. stock. Over the rear axle there is a kick-up of 3¼ in. Semi-elliptic springs of small camber and nearly flat under load are made of chrome vanadium steel. Manufactured by the Mather Co., they are 2 in, wide all around, with those on the front axle 34¾ in. long and on the rear 52½ in. long. Spring reaction is controlled by a complete set of Gabriel snubbers. Under the rear axle there is a road clearance of 8⅞ in., with the standard 5.25 in. tire. Fisk balloon tires on straight side demountable rims are carried on 12 spoke artillery wheels. The minimum turning circle to the right is 35½ ft., and to the left 43½ ft. A gasoline mileage of 15 to 20 miles per gallon is claimed for the model "70" car. Lubrication of the chassis is by the Alemite pressure gun system.

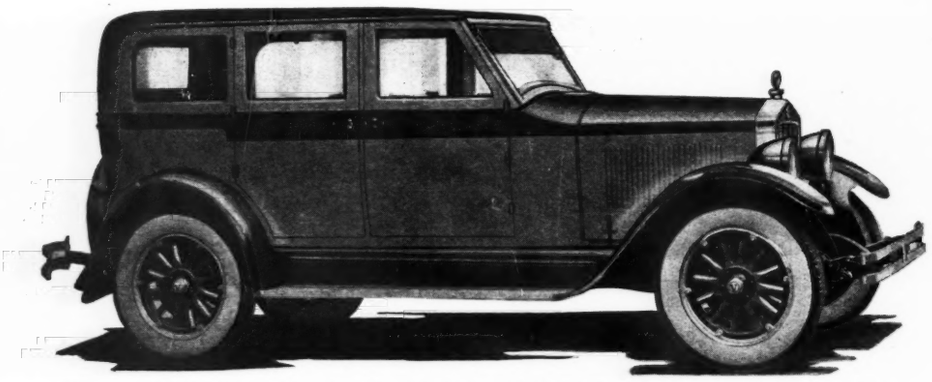
Both bodies, which are of the composite type, are reinforced under the rear seat by a steel plate which runs from one body sill or side rail to the other, tieing the structure together. Conventional steel panels are employed over a wooden frame, with the upper rear quarters of the sedan finished in fabric. Weight of the car ready for the road is 3,050 lbs. The closed four door body has a double beading at the belt line and is upholstered in a special grade of "movelour." The open car with single line of beading is upholstered in genuine leather. Exterior finish is in two-tone lacquer. The instrument board is finished in satin walnut with three oval panels containing the instruments. Standard equipment includes: Sun visor, dash gasoline gage, automatic windshield cleaner, and rear view mirror. In addition, on the closed car there is a smoking set, heater and dome light.

New Body Models and Mechanical Changes in Velie

SEVERAL important chassis and body changes have been made by the Velie Motors Corp., Moline, Ill., and the first car incorporating these is shown for the first time at the New York Show.

The changes in the engine and chassis include a heavier crankshaft, larger stroke of the piston, larger connecting rods and pistons, larger valves, intake manifold and location of the plugs in an accessible position in the cylinder head.

The most important body change lies in the adoption of a one piece windshield having a pronounced slant. Elimination of reflections and lowered wind resistance are amongst the things claimed for this design. Annoyance of glaring headlights is done away with by an adjustable visor of dark hued plate glass, which lies close



The new Velie Sedan showing the one-piece windshield which has a pronounced slant, eliminating reflections

to the windshield for ordinary driving. The new body is mounted on the standard 118 in. wheelbase chassis.

Since the stroke of the pistons has been increased from 4¼ to 4⅝ the piston displacement is now 221 cu. in. The engine in general follows Velie design and with the increase in size, develops 58 h.p. at 3000 r.p.m. The new crankshaft built with integral counterweights weighs 92 lbs. and the main bearings are 2¾ in. in diameter as compared to 2⅛ in. in the old shaft. The bearing lengths are the same, however, as in the old engine.

Connecting rods now have a center to center length of 10 in. as against 8⅛ in. formerly. The pistons are 3⅞ in. long in the new engine, this being ⅜ in. longer than those formerly used. Three ⅛ in. rings are placed at the top and one $\frac{3}{16}$ in. ring below the piston pin.

Inlet and exhaust valves are $1\frac{9}{16}$ in. and $1\frac{7}{16}$ in. in the clear. The old valves were $1\frac{5}{16}$ in. in the clear. The valve mamaterial is chrome-nickel steel for the inlets and sil-chrome for the exhaust. Tulip-shaped valves are used for the intakes to facilitate the flow of the mixture into the cylinders.

Both inlet and exhaust manifolds have been increased in size and a 1¼ in. carburetor is used in place of the former 1 in. size. The exhaust pipe now is 2¼ in. in diameter instead of 2 in.

An important change has been made in that the combustion chambers now are located in the head instead of in the block. This has made it possible to relocate the spark plugs from the right side of the block to the left side and in the head, thereby greatly adding to the accessibility. The plugs now are on the same side as the distributer.

Water Outlet on Right Side

The water outlet of the engine is now on the right side of the cylinder head and in the middle of the engine. This has been done to insure proper flow of the water when the car is travelling upon roads having considerable crown. As before the engine is cooled by thermo-syphon action.

To take care of the increase in engine power output the clutch shaft has been made larger, the diameter being 1½ in. The propellor shaft also is larger, being 1¾ in. in diameter. Tires are 32 by 6.00 on the closed models and 30 by 5.25 on the open. The former models were equipped with 33 by 6.00 on the closed and 31 by 5.25 on the open. The gear ratio on the new model is 4.7 to 1 in place of the former 5.1 to 1. The maximum torque is 145 ft. lbs. at 600 r.p.m. or at about 12 m.p.h.

The new body, a five passenger, is finished in double tone high lustre lacquer of peacock blue and breast brown. Moldings are black with fine gray striping.

Upholstery is whipcord to match the color of the body and headlining and door panels are of the same material bound with 1 in. coach lace. Glove pockets have been provided beneath the arm rests and a vanity case is concealed in the back of the front seat. Interior hardware is of Butler finish. Window curtains are silk poplin and carpets match the body color.

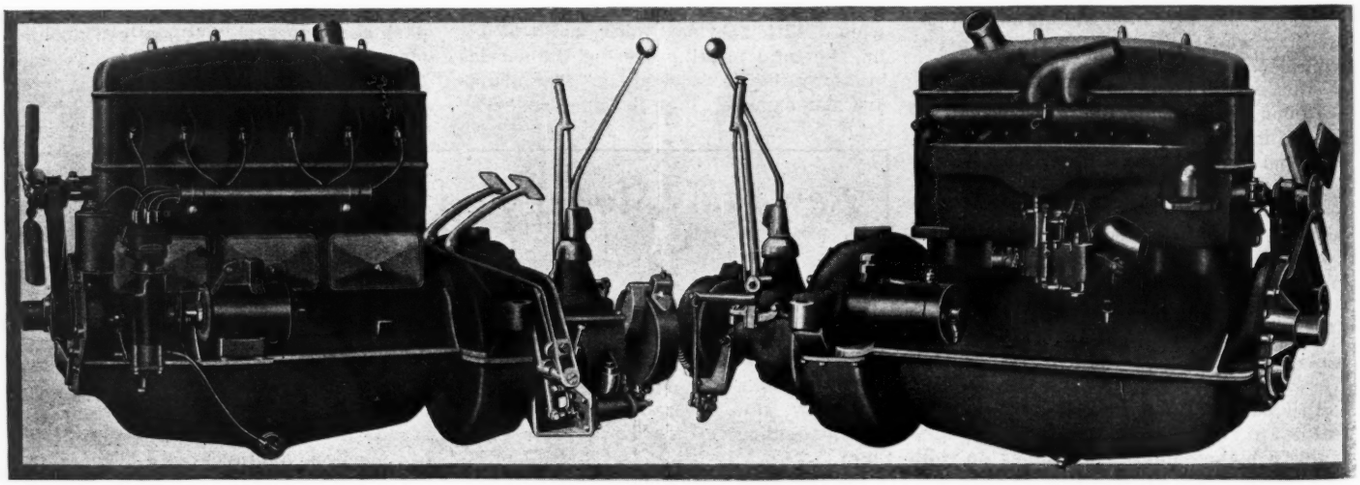
In addition to a dome light and robe rail, two triangular hassocks, a fatigue pillow and two ornamental rope pulls are furnished. The instrument board is walnut. Speedometer, ammeter, oil gauge, gasoline gauge and clock are grouped under glass in an oval panel and indirectly lighted. Lights are controlled by a switch on the steering wheel.

Other equipment consists of automatic windshield wiper, cowl ventilator, mirror, cigar lighter, stop light, bumper, bumparettes in rear, motometer and bar cap, extra tire and cover.

Oldsmobile Line Consists of Nine Body Models

BY adding a sport roadster, a standard and de luxe coupe, Oldsmobile's line now consists of nine body models. Prices of the three new bodies are $975, $925 and $990 respectively.

The de luxe roadster is provided with a folding rumble seat which is upholstered in genuine gray leather to match



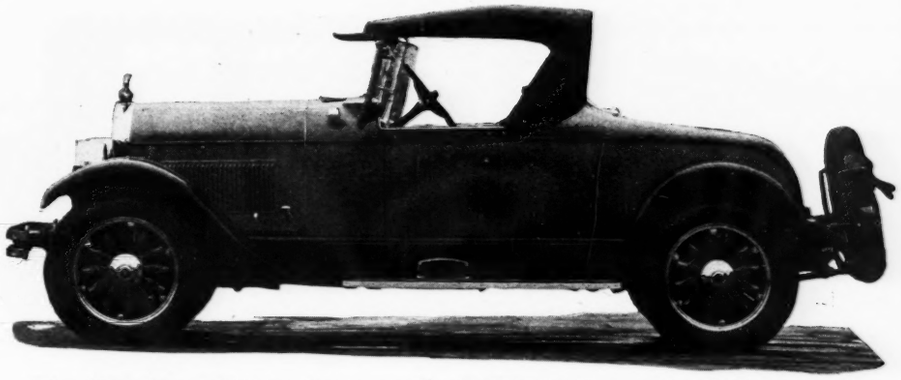
At the right is shown the right side of the Velie engine. It will be noted that the water outlet fitting has been placed in the center and on the left side of the block to insure proper flow when the car is on deeply crowned roads; left: Left side of the new Velie engine showing the location of the plugs in the cylinder head.

the front compartment. Body finish is in two-tone Duco with sea fog gray below the black moulding and ocean blue above. The top is of khaki material and provided with a large glass rear window which can be fastened to the top facilitating conversation with the rear passengers. Access to the rear compartment is by a step on the rear bumper and on the right fender. In the folded position the top does not cover the opening of the rear deck.

An unusual amount of storage space is available in the new coupes. In addition to the large rear deck compartment, the locker behind the front seat there is a door on the right side of the body which gives access to another compartment for carrying golf clubs, etc. The upholstery is in a heavy cord plush while genuine leather may be had at a slight extra cost. Exterior finish is in Dagestan blue below the bead with a black upper structure. Landau bows are employed on the rear upper sections and also a "VV" windshield is installed.

Standard equipment on both de luxe models includes snubbers all round, automatic windshield cleaner, rear view mirror, spot-light, kick plates, front and rear bumpers and motometer.

All Oldsmobile cars now have the position of the steering wheel adjustable to suit the convenience of the drivers, the foot throttle control is of the treadle type about six in. long by 2 in. wide and hinged to the floor board at the lower end. In addition the automatic spark control eliminates the necessity of a spark control lever on the steering wheel.



Flint 80 roadster which has been recently added to the line and in which many refinements have been made.

Flint Junior Equipped with Light L-Head Six-Cylinder Engine

TO THE present line of the Flint Motor Co. has been added a new model known as the Flint Junior—a light "L" head six of 2¾ bore by 4¾ in. stroke. On the two wheel brake, balloon tire chassis of 110 in. wheelbase is mounted a single body style—a two-door coach offered either with standard or deluxe equipment. Prices are $1085 and $1185 respectively.

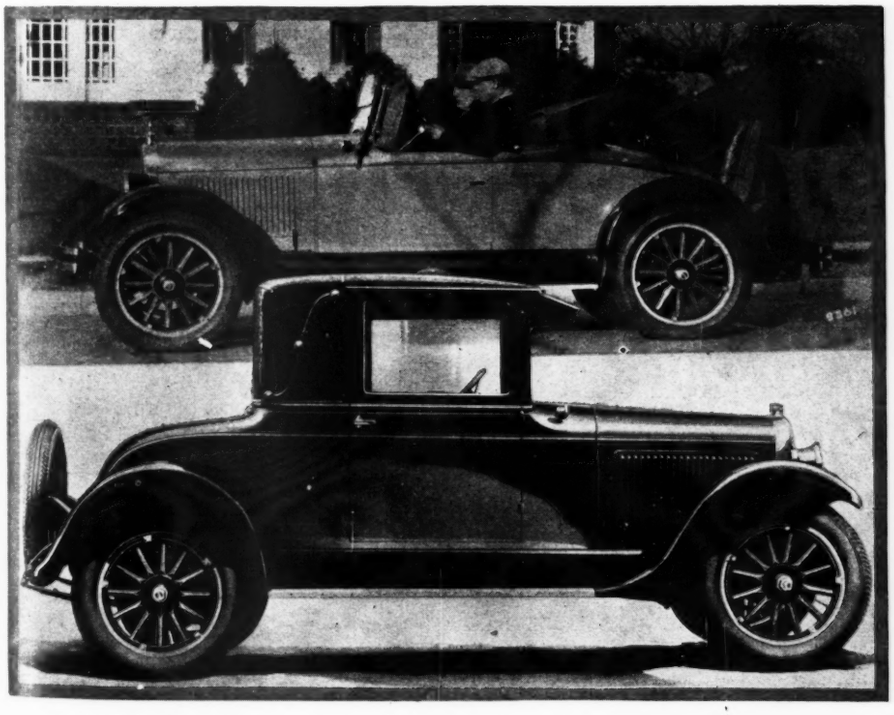
In line with changing the model designations of the present medium sized and large Flint cars now known as the "60" and "80" series respectively instead of the "40" and "55" as formerly, extensive changes have been made on both cars. On the new "60" series, a new seven bearing Continental engine of 3¼ by 4⅝ in. is used which has a ⅛ in. larger bore than its predecessor. Changes to both chassis include heavier frames; the adoption of the conventional type of muffler; the addition of an air cleaner, Purulator and Gas-Co-Lator, coincidental locks and improved design radiator shell.

Contrary to general Durant practice the transmission and clutch are mounted in unit with the engine, the power plant being supported at four points. Cylinder block of cast iron is cast integral with the crankcase, with the head, of course, separate. The crankshaft is supported in four main bearings of 2⅛ in. diameter with the lengths as follows: Front, 1¼ in.; intermediate, 1$\frac{3}{16}$ in.; rear, 1$\frac{9}{16}$ in.

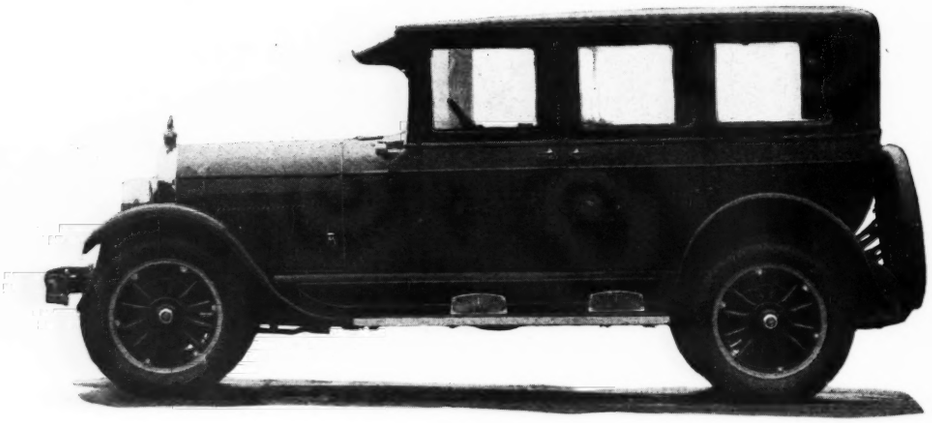
Through a Morse chain 1¼ in. wide the camshaft and generator-ignition unit are driven. The camshaft is carried in four bearings whose diameters range from 1⅞ in. to 1 $\frac{9}{16}$ in. Connecting rods of "I" section having a center to center length of 9 in. are fitted with babbitt die cast lower bearings of 2 in. diameter by 1⅛ in. long. The 47/64 in. piston pin is locked in the cast iron piston, the latter being provided with three $\frac{3}{16}$ in. rings.

Lubrication is by full pressure to all crankshaft, connecting rod and camshaft bearings through a gear pump placed on the outside of the crankcase and driven off the camshaft by spiral gears. Other parts are oiled by mist. Capacity of crankcase is 5 qts.

The combined fan and water pump unit adopted on this engine is bolted to the front of the block. Drive is through a "vee" belt off the crankshaft. The pump is of the impellor type, while the fan is 16 in. diameter and provided with four blades. The water passages are very liberal and the jackets of the cylinders extend below the bottom of the piston stroke. Capacity of the cooling system is 2¾ gallons.



Top: Oldsmobile deluxe roadster finished in sea fog gray below the moulding and ocean blue above; bottom: Oldsmobile coupe available in both standard and deluxe models.



New Flint 60 5-passenger sedan which is equipped with a new engine of Continental make and developing 56½ h.p. at 2600 r.p.m.

Starting, lighting and ignition units are of Auto-Lite manufacture, with the battery a U. S. L. of 6-8 volts. The starter bolted to a S. A. E. No. 1 flange on the bell housing engages the 11 tooth pinion with the 108 teeth flywheel gear by a Bendix outboard drive. On a mounting that supports the generator on the right side of the engine, the distributor is located and from spiral gears from the shaft connected with the third brush generator. Through conduits the leads are taken to the ⅞ in. standard spark plugs.

Fuel is delivered to the 1 in. vertical outlet Zenith carburetor from the 12 gallon tank at the rear by a Stewart vacuum tank. The intake and exhaust manifold are cast integral and provided with an effective hot-spot, being located on the left side of the engine. Exhaust pipe diameter is 1¾ in.

Enclosed in the flywheel, the single plate clutch has the throwout bearing lubricated through a quill from the transmission. A special feature of the clutch is the embodying of the Hoosier shock absorbing drive. On the clutch plate the shock absorbing member is in the form of involute coil springs which are under tension when the car is going in the forward direction. These springs have a flexible action and are claimed to make the general operation of the car much smoother. Four segments of friction material are employed on both sides of the driven member.

Three speeds forward and one reverse are provided in the Warner Corp. make of transmission. The main shaft is mounted on ball bearings with the gear cluster is mounted on plain bearings. While the hand lever is mounted on the left side of the car, it operates on the propeller shaft brake, the latter being of the internal type with a drum 7 in. in diameter by 2¼ in. wide. Two Spicer metal universal joints and a tubular propeller shaft transmit the drive to the rear axle. Under full load the drive is approximately in a straight line.

Tires are 30 by 5.25 in.

Of Adams make, the semi-floating spiral drive rear axle provides a gear ratio of 4.87 to 1. The integral pinion and shaft are carried on ball bearings, as is the differential. Gilliam taper roller bearings are employed at the wheel ends of the 1¼ in. shafts. The housing is of two-piece construction.

The front axle, also of Adams make, is of the reverse Elliot type and employs an "I" beam section. The knuckle bolts mounted in the vertical plane are of ¾ in. diameter, with the thrust taken on plain washers. Two Gilliam taper roller bearings are employed for each wheel.

Steering Gear

The Warner make of steering gear is of the worm and gear type, being provided with ball thrust bearings and non-reversible. All bushings are fully adjustable to compensate for wear, while the ratio of 9 to 1 makes for easy steering with the balloon tires. Service brakes are of the external contracting type on the rear wheels. The dimensions of the brake drums are 12 in. in diamter by 2½ in. wide, and the lining is 2 in. wide.

Instead of the conventional method, the springs are carried in the frame by rubber shock insulating blocks which, besides eliminating noise, cuts down chassis lubrication requirements. Springs both front and rear are semi-elliptic and 2 in. wide with the length on the front axle being 35 in. and the length on the rear 52 in. Chassis lubrication is by the Zerk system.

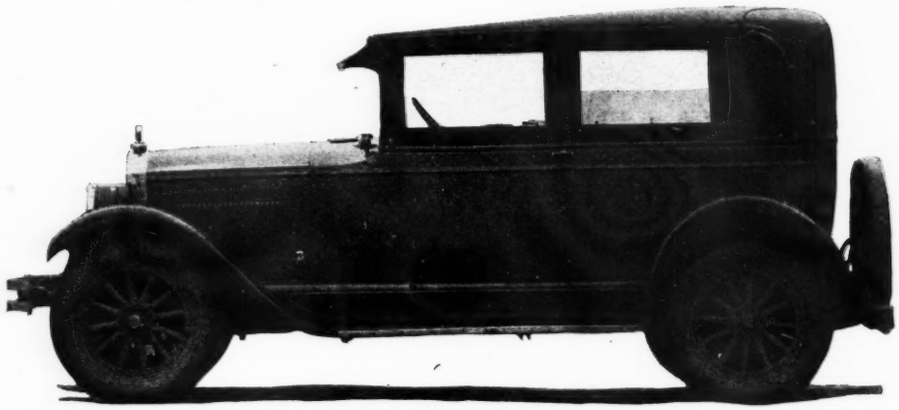
Turning to the mechanical changes made on the two larger Flint cars, the improvements will first be dealt with that are common to and included on both chassis. Smoother lines have been given to the bodies by minor refinements in the radiator shell contour. In place of the abrupt corners and recesses, the edges of the shell now have a beveled edge of wide radius. To provide easier steering the ratio of the steering gear has been increased, while the make of the unit is now Ross. The dimming control and horn button now form a combination located in the center of the wheel. On the dash the instruments are grouped under a single panel of glass, except the switch and the Sterling electric clock. On the model "60" an ash tray takes the place of the clock. The control for the windshield cleaner has been removed from the windshield and is now placed on the dash, while a coincidental lock mounted on the transmission secures both the gearset and ignition, the switch for the latter being carried on the dash.

Exhaust gases are now led from the engine to a conventional type of muffler securely attached to the frame. While slight modifications have been made in the frame design on both cars, a heavy torsional member in the form of a 3½ in. welded steel tube is now placed between the side channels in line with the front support of the rear springs, forming an additional frame cross member.

Among several minor improvements which have been made on the clutches, both models are provided with a graphite impregnated throwout bearings, thus eliminating the necessity of oiling this bearing.

Both cars have their engines protected against the entry of foreign matter by the adoption of a Percolator oil filter mounted on the cylinder block, a United air cleaner of the centrifugal type, and a GasCoLator fuel strainer.

Except for minor changes on the engine in the Flint "80," the power plant is identical to that used in the former "55" series. Whereas only the front camshaft bearing was bushed on the earlier edition, all bearings are now of this type instead of running in the plain cast iron. Bearing caps have been recessed in the crankcase, forming a more rigid support for the seven bearing crankshaft. Channel side members of the frame have been



Flint Junior Coach equipped with a 6-cylinder engine rated at 25.35 h.p.

increased in depth from 5½ in. to 7 in. with no changes in the flange width or stock thickness. To provide sufficient room for two new seven passenger bodies, a touring and sedan, the wheelbase has been lengthened 10 in. to 130 in. for these two models, necessitating only such changes as longer frame, running boards and propeller shaft.

The new engine in the Flint "60," is of Continental make, model No. 14, with a bore and stroke of 3¼ by 4⅝ in. At 2,600 r.p.m. 56½ brake h.p. is delivered, while the rated N. A. C. C. h.p. is 25.35 as compared with 23.4 on the previous engine, which was ⅛ in. smaller in bore diameter. This new power plant, along with the changes that have been made on both Flint sixes, constitute the improvements which have been made for 1926. Cylinders and crankcase are cast en bloc with the head detachable. The crankshaft is carried in seven bearings of 2⅜ in. diameter, with the following lengths: Front, 1 1/16 in.; rear, 2 7/16 in.; center, 1¾ in.; intermediate, 1¼ in.

A Morse chain drives the camshaft, which is carried in four fully bushed bearings. Valves are of one piece with a head diameter of 1½ in. Pistons are of cast iron. Oil is forced under pressure from a gear type pump to all crankshaft, connecting rod and camshaft bearings. The impeller type water pump and an 18 in. diameter fan are formed in unit, bolted to the front of the cylinder block and driven off the crankshaft by a "vee" belt.

Starting, lighting and ignition equipment are of Auto-Lite make with the battery an 11 plate U. S. L. Fuel is delivered to the 1¼ in. Stromberg carburetor from the rear 12-gallon tank by a Stewart vacuum tank. Intake and exhaust manifolds are cast integral and provided with a hot spot. Exhaust pipe diameter is 2¼ in. To provide sufficient strength for the additional power of the engine the frame stock has been increased from 5/32 in. to 7/16 in.

Bodies which will comprise the line will be as follows:

Junior Six—Coach, De Luxe Coach.

Flint "60"—Touring, Sedan, *Roadster (new), *Coupe-Roadster (new), Brougham.

Flint "80"—Touring, Sedan, Sport touring, 7 pass. Sedan (new), 7 pass. Touring (new).

Flint prices are as follows:

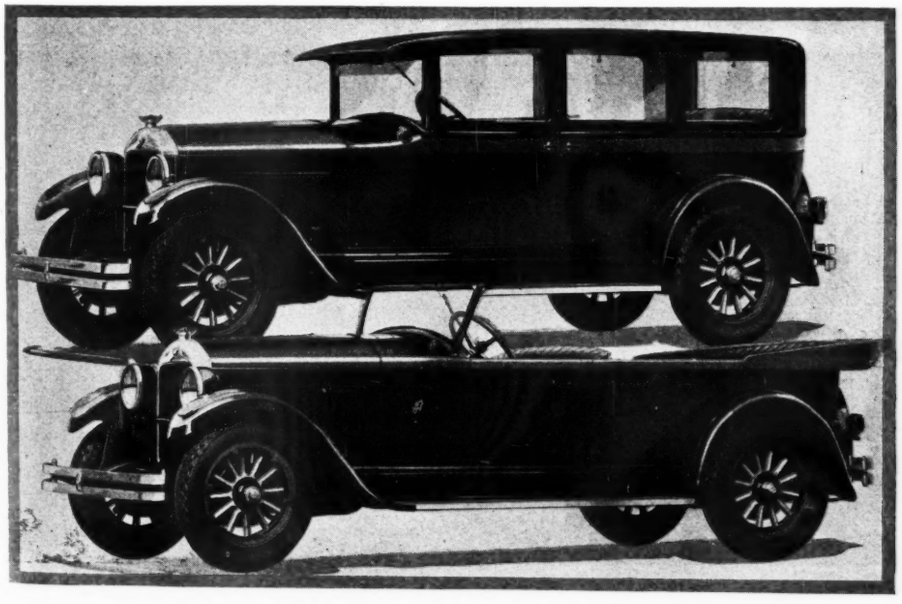
Junior Six	
Coach	**$1085**
Coach deluxe	**1185**
Flint 60	
Touring	**$1285**
Sedan	**1525**
Roadster	**1395**
Coupe Roadster	**1495**
Brougham	**1575**
Flint 80	
Touring	**$1595**
Sedan	**2195**
Sport Touring	**1945**
7-Pass. Sedan	**2395**

***Will be ready about March 1.**

Five Entirely New Bodies Introduced on Hupmobile Eight Cylinder Chassis

THE companion model to Hupmobile's Six announced recently is a lager and finer edition of the eight cylinder car which was introduced at the National Automobile Shows in 1925. To accommodate more roomy and refined bodies, a number of changes have been made on the previous eight chassis which include a ⅛ in. larger engine bore and the lengthening of the wheelbase by 6¾ in. to 125 in.

With the five entirely new bodies which will complete the line and are mounted on the latest eight chassis, the Hupp Motor Car Corp. has revived two popular vogues. One of these is a touring car of the seven passenger variety and the other is that both open models—seven and five passenger touring cars—are designed for use with their tops "down" or folded. A coupe with a rumble seat, a 5 passenger sedan and a Berline sedan similar to the sedan except for the glass partition between the front and rear seats will complete the line. Prices will not be announced until the Show but it is understood they will be higher than those in effect on the former eight model.



Hupmobile eight 5-passenger sedan which is now mounted on a chassis having a 125 in. wheelbase or 6¾ in. longer than the previous eight chassis.

While the larger engine has not increased the speed of the car to any appreciable extent, which is now greater than 70 m.p.h., a remarkable improvement can be seen in the hill climbing qualities and the rate of acceleration. The weight of the entire car has been increased only by slightly over 100 pounds. By enlarging the bore from 2⅞ to 3 in., the actual brake h.p. has been increased from 60 to 67 with the N. A. C. C. rating now 28.8 instead of 26.4. Coincident with the greater power, there is an increase in the compression ratio from 91 to 93 lbs. per sq. in.

With the larger bore, the cast iron pistons are about one ounce heavier, while a slight extra amount of aluminum has been added to the pin end of the connecting rods. Both the valves and the cylinder block itself are the same as previously, although to provide more gas for the additional power the lift of the valves has been increased by 1/32 in. to 11/32 in. In line with this change, the inside diameter of the manifold now provided with an equalizing tube is greater while the venturi tube of the carburetor is increased 1/16 in. to provide more air.

The Lanchester vibration dampener adopted on the eight several months ago is retained on the new engine. To provide better combustion the location of the spark plugs has been changed so that they now set directly over the inlet valves. The cooling system has been improved, specially for cold weather operation by changing the opening of the thermostat. Formerly it commenced

tc open at 130 deg. and was wide open at 155 deg., now it begins to open at 115 deg. and is full open at 180 deg.

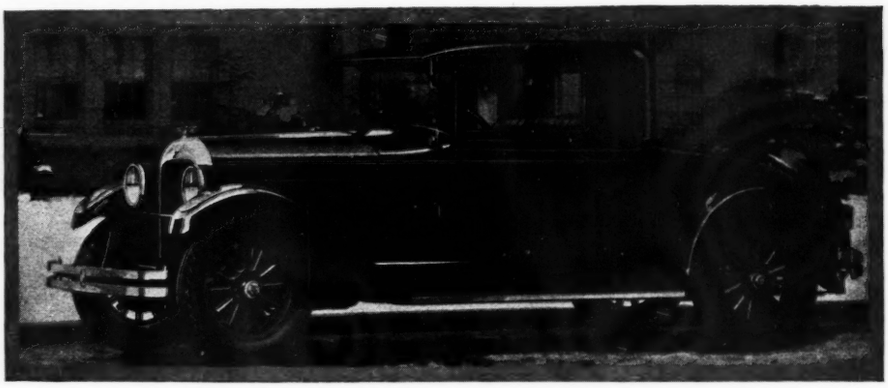
Delco System Adopted

One of the important changes on the engine is the adoption of the Delco system. This unit is of the latest type, embodying the double breaker and only four cams instead of the usual eight cams, which enables a hotter spark to be obtained at higher speeds and makes for longer life. As the Westinghouse Co. have discontinued the manufacture of automotive electrical equipment, the generator and starter is of Auto-Lite make.

On account of the increased power of the engine, improvements have been necessary in the clutch, transmission and rear axle. The Long clutch is practically as before and in addition to having better balance, the diameter of the clutch plate has been increased from 8¾ to 9¾ in. The rear axle has been considerably strengthened, while the same ratio of 4.9 to 1 is retained. Instead of being mounted in the straddle position as previously, the pinion is now overhung. Both the ring gear and pinion are larger, while the bearings are larger and heavier. The only other important change on the axle is the enlarging of the splined ends of the axle shafts, the latter now being made of Molybdenum steel.

Wheelbase Increased

By increasing the wheelbase from 118¼ in. to 125 in., the total frame length is correspondingly longer, being 170⅜ in. instead of 165¼ in. The extra 6¾ in. was used mainly in the bodies except for a slight amount of moving the radiator back over the front axle. Through redesign and elimination of unnecessary weight, the frame is now only two pounds heavier than the previous model. Among certain improvements made in the fuel tank, the capacity of it has been increased by ½ gallon.



One of the new body models on the Hupmobile eight. It is a coupe with a rumble seat.

The general appearance of the bodies does not depart from the lines of the earlier models. Practically most of the extra length has been given to the rear tonneau, while the windshield has been moved farther back, giving a longer cowl line and a more sweeping effect.

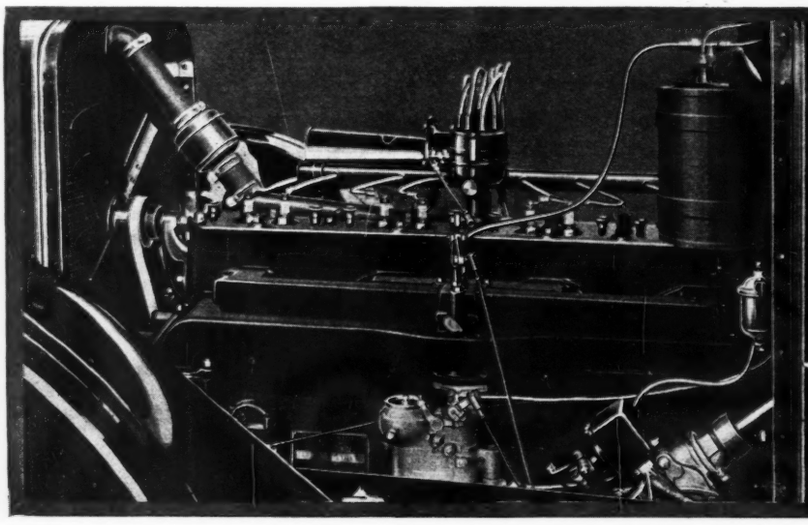
By introducing a scroll effect commening from the emblem and running to the inside edge of the shell, the appearance of the nickel-plated radiator has been considerably improved. Body hardware is the same as on the previous models except that a Sterling electric clock has been added on the sedan. On account of the extra room necessary for the two folding auxiliary seats, the rear of the seven passenger body extends over the rear axle. The tops of both open cars in the folded position set flush with backs of the rear seats. In addition to the usual instruments, the following items are included as regular equipment: Front and rear bumpers, dash gasoline gage, windshield cleaner, transmission lock, mirror and cowl lights.

Lower Lines Characterize New Gardner Models

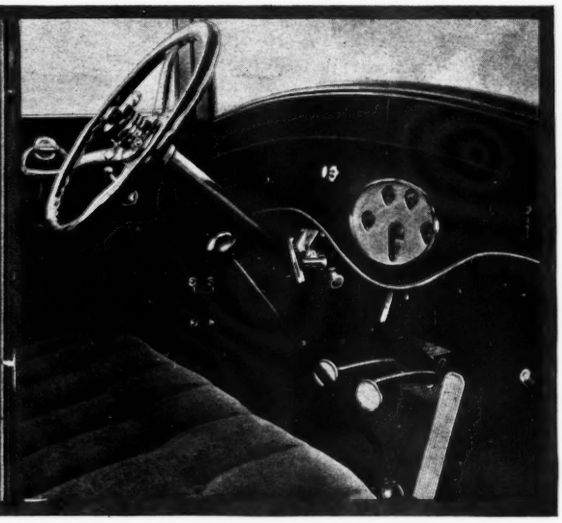
NO RADICAL changes in either body or chassis have been made on the Gardner eight-in-line, there are however, some refinements on the Imperial sedan and touring.

The sedan in appearance is lower and longer, which has been accomplished by lowering the drip moulding, reducing the depth of the windows, rounding the windows at the corners and an actual lengthing of the body. The moulding in the rear has been changed and the ball headed back more gracefully rounded. Doors have been made wider and the visor set at a different angle.

Upholstery in the sedan is mohair and mahogany panelling throughout harmonizes with a new style mahogany vanity case set, cigarette holder, match case and ash tray. The side dome lights are of



Gardner eight-in-line engine showing Swan manifold, thermostat gasoline strainer, large vacuum tank and the accessible fuse box at the bottom of the steering column.



New Gardner eight-in-line instrument board showing the grouping of instruments, parking brake and coincidental lock.

the same design as the Butler finish mountings. Silk window curtains, a heavy silk pull up strap and arm rests are standard equipment. Distant control locks on each door opposite the opening facilitate opening and closing of doors without changing seating position.

Better Vision

Better vision has been secured by the use of slender corner posts of steel in the bodies. The posts are only 2½ in. wide and therefore almost entirely eliminate the so-called blind spot for the driver of the vehicle.

The instrument board fittings have been re-arranged to increase driving convenience as well as improving the appearance of the board. The lighting and dimming switch has been placed on the steering column at the driver's finger tips. The gasoline gage, heat indicator and other instruments are grouped under a single glass panel on the dash and indirectly lighted. A parking brake having its operating lever on the lower part of the instrument board has been added and the removal of the former hand brake lever in the driving compartment has therefore given added room.

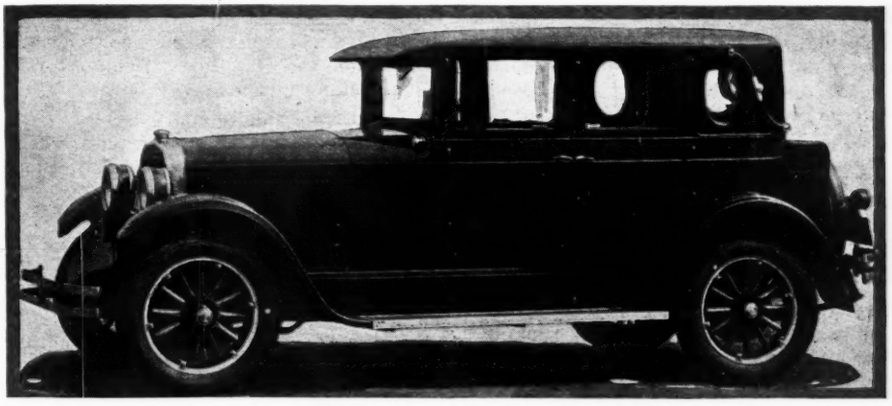
A theft-proof coincidental lock controls both steering wheel and ignition and there is a foot-pad accelerator for greater driving comfort. By the use of aluminum plates and rubber insulation covering all openings around the steering column, transmission lever and foot pedals, the closed models have been made weather proof against drafts and free from heat of the engine in summer.

Several things have been done to add convenience and accessibility. The battery has been placed directly under the floor boards to the right of the driver's feet and is made accessible by merely lifting the floor board. The fuse box is on the steering column under the hood and all fuses are numbered for easy identification. A new oil type fan with a V belt is used and there is a new type filler for the gasoline tank to speed up the operation of filling. New type hood locks and hood bolts are used. A thermostat and gasoline strainer have been added to the eight-in-line engine.

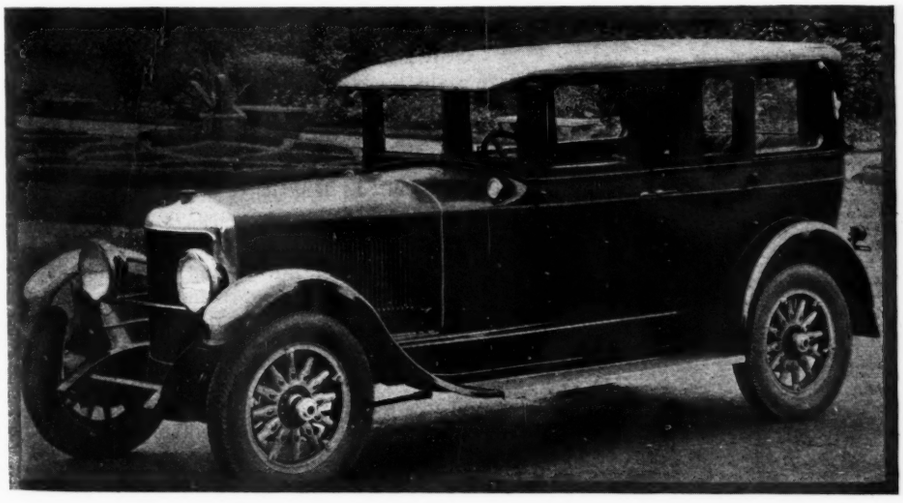
The bore of the engine in the Gardner Six has been increased ⅛ of an inch and in general this line is patterned after the eight-in-line, both in construction and appearance.

Amongst the mechanical changes in the chassis is the adoption of the Ross cam and lever steering gear and the Warner transmission.

Gardner eight-in-line Foursome roadster.



Side view of the new Gardner Brougham replete with refinements in both body and chassis.



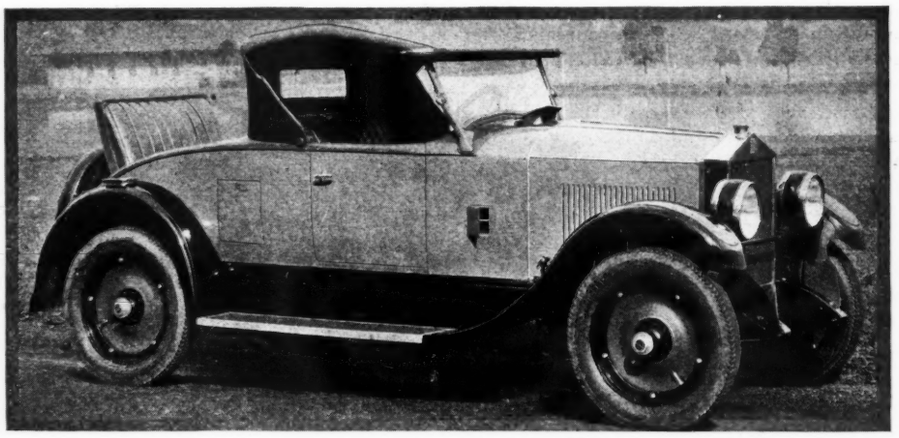
Diana light straight-eight four-door standard sedan finished in two tone green.

Several Important Changes in Diana Eight and Moon Bodies

THE Moon Motor Car Company, St. Louis, announces several important changes in some of the bodies in the Diana eight line and also in the Moon line for 1926.

The Diana two-door DeLuxe sedan is approximately 9 in. longer than the former two-door sedan body, the front door being 36 in. wide or 6 in. wider than the former sedan. The rear window has been lengthened to correspond with the added length of the front door window. This, of course, results in little space be-

ing left between the rear edge or rear window at the back of the car, consequently the company has eliminated the leather back and landau joints and have substituted the metal back. A new roof rail on the two door sedan is slightly curved from the center of the car forward in order to blend more readily into the curved visor. The bottom edge of the windshield is curved approximating the present position of the moulding which crosses the cowl directly under the windshield opening on the former models. The moulding, however, has been eliminated and an arrow head incorporated on the cowl and hood only. Mouldings, however, remain on the sides of the body and hood. The additional length of the body precludes any possibility of using a trunk.



Moon arrow head roadster for 1926. The car sells for $1,395 and is upholstered in genuine Spanish leather.

Window Openings Square

In connection with the above changes the window openings have been made square and the edges of the metal forming the opening have been rounded instead of being sharp as on the former models. The front pillar construction is a composite steel and wood structure reducing the obstruction of vision approximately 50 per cent.

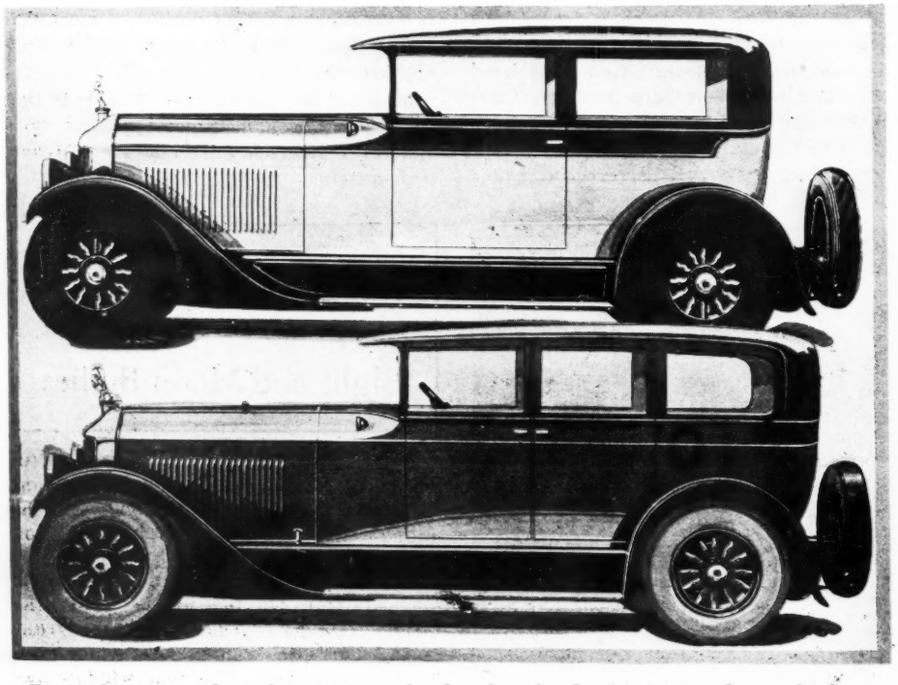
The windshield construction is such that a slight raising of the glass causes a current of air to enter the car underneath the cowl and behind the instrubent board, while a still greater raising of the glass causes a direct horizontal current of air to enter in addition to the other currents. The incorporation of this idea does away with a cowl ventilator producing a much cleaner appearing body.

No changes in length are contemplated in the new four-door DeLuxe sedan, but the changes in roof rail, front pillar, cowl and windshield construction mentioned in connection with the Diana two-door DeLuxe sedan apply also to this model.

Changes in the Moon cars for 1926 include a deepening of the radiator shell so that it and the radiator have a much better appearance. The fenders have a deeper crown and an increase in 1 in. of width while the substitution of moulding for the raised center panel has added much to the appearance of the fenders. The front fenders are made longer and have a more graceful sweep. Running boards are shorter and wider necessitated by the change in fender length. All chassis sheet metal has been redesigned and a gas tank cover has been added which conceals the tank and rear frame horns giving a much neater appearance.

Mouldings have been entirely eliminated on all the roadster models for 1926. A good effect has been secured by offsetting the body panels at approximately the same location formerly occupied by the mouldings. This offset eventually works itself over the cowl and hood and forms an arrow-head with its apex at the rear end of the radiator shell. The arrow, however, is not terminated abruptly at this point but spreads out into a three-quarter inch moulding running down the front edge of the hood. The upper portion forming the offset panel is given a darker color of a two-tone color combination while a contrasting stripe is applied at the meeting point of the two colors.

The body of the Moon roadster for 1926 is roomier both in the front and rear compartments and an entirely removable top has been incorporated.



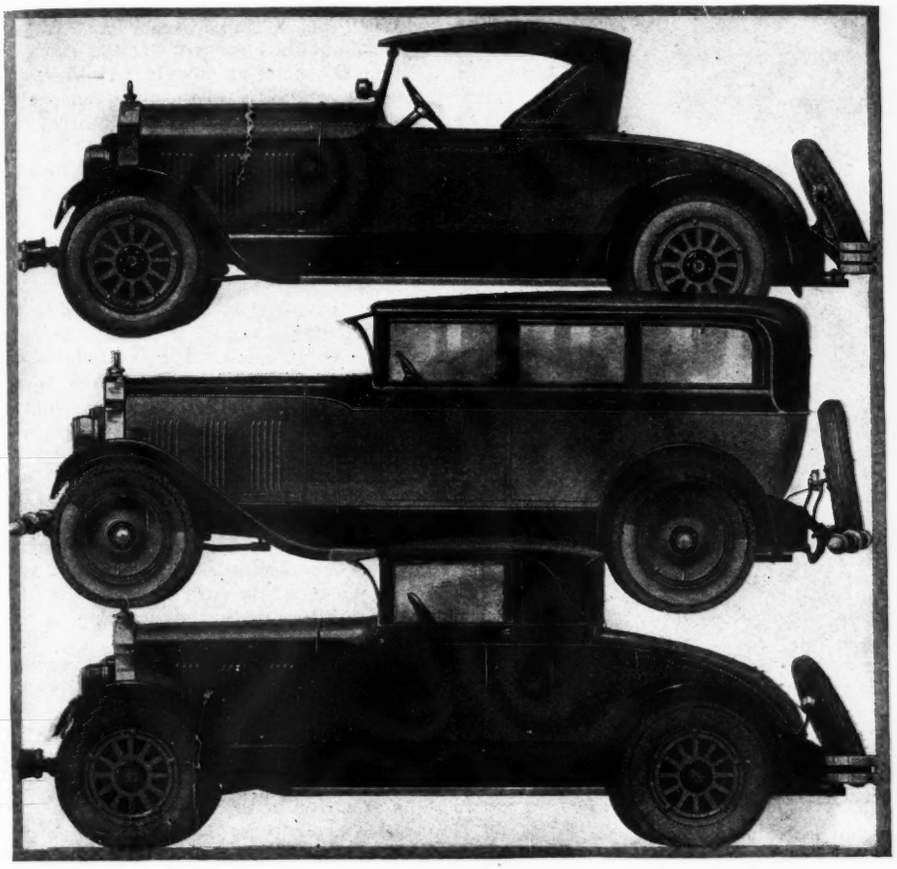
Top: Diana two-door deluxe arrow head sedan fitted with 36 in. doors; bottom: Diana four-door deluxe arrow head sedan which has a composite steel and wood front pillar to reduce obstruction to vision.

Elcar Has New Eight-In-Line Model

ELCAR will exhibit for the first time at the national shows its new and improved eight-in-line models. Being one of the few companies building its own bodies, Elcar is able to turn out distinctive designs insofar as the stock bodies are concerned. More legroom has been secured in these bodies since the eight-in-line now is furnished in two wheelbase lengths of 127 in. and 132 in., a considerable increase over last year's.

A new and larger Lycoming engine has increased the all-around performance of the car and several important chassis changes have made for longer life and better accessibility.

By using the 5/32 in. stock instead of 1/8 in. a heavier frame is obtained and the front cross member has been straightened, since the engine is four point suspended in the frame instead of at three points. The 132 in. wheelbase has an additional cross member. Inci-



Elcar 8-81 roadster equipped with drum type head lamps and drum type spot lights on the windshield. Entrance to the auxiliary seat is by small doors in the body as shown. Elcar 8-81 7-passenger sedan finished in Murco lacquer and steel wheels are finished to match the body. Elcar 8-81 coupe roadster which is made with 3-passenger and 4-passenger body.

dentally it is worth noting that the depth of the side rails on this frame is 8 in.

The complete Swan system of carburetion and manifolding also has been adopted, as well as a Kingston oilaerator.

Other mechanical changes include the adoption of the Long clutch, relocating the battery from under the floor boards to a point below the front seat; Mechanics propellor shaft assembly; and a model R Ross steering gear in place of the model E. The former model has a more liberal trunnion shaft bearing layout and is in many respects a sturdier steering gear.

The new Elcar eight also is featured with the Bowen system of chassis lubrication. A Gascolator is fitted in the fuel line and the light control switch has been placed on the steering wheel.

A change has been made in the location of the master cylinder for the hydraulic braking system. Whereas the cylinder formerly was placed on the left siderail of the frame it now is placed on a plate fastened to the transmission. This makes a more rigid layout.

Tires on the 132 in. chassis are 32 by 6.20, while on the 127 in. chassis they are 32 by 6.00.

Several of the mechanical changes in the eight also are applied to the company's six cylinder car. Thus the Swan manifolding and carburetion system, Kingston oil purifier and the light control on the steering wheel are found in the six. The ignition system on this model is now of Remy make.

All Elcar bodies are finished in Murco lacquer. The shades included are dark or light blue, Thebes gray, Beige gray, Buckingham gray, or Carribean green, with striping. Body belts are in different shades than bodies producing a harmonious two-tone effect. Artillery wheels are finished in natural wood while steel wheels are finished to match the body.

Upholstery in the closed models is in Chase Velmo mohair and the hardware is in brushed silver finish. The open models are upholstered in hand buffed leather.

The body line for the 8-81 include a seven passenger touring; two and four passenger roadster, with open top and with two drum type spotlights on the windshields; coupe roadster with three passenger and four passenger bodies and a five and seven passenger sedan.

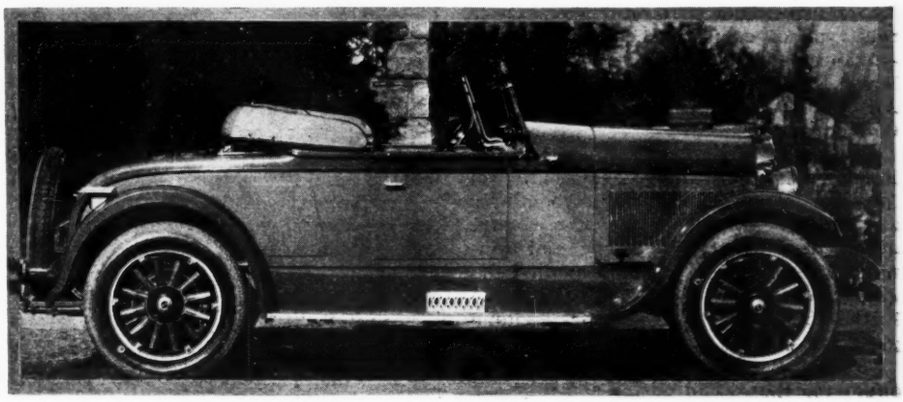
Equipment includes drum type twin beam headlamps with dimmers, combination tail and stop light, two lights on instrument board, light control on steering column, gasoline gage on instrument board, bumpers, front and rear, snubbers, automatic windshield wiper, cowl ventilator, rear view mirror, heater in closed models, and the usual extra rim and carrier, tools, etc.

Unusual Color Scheme in Oakland Sport Roadster

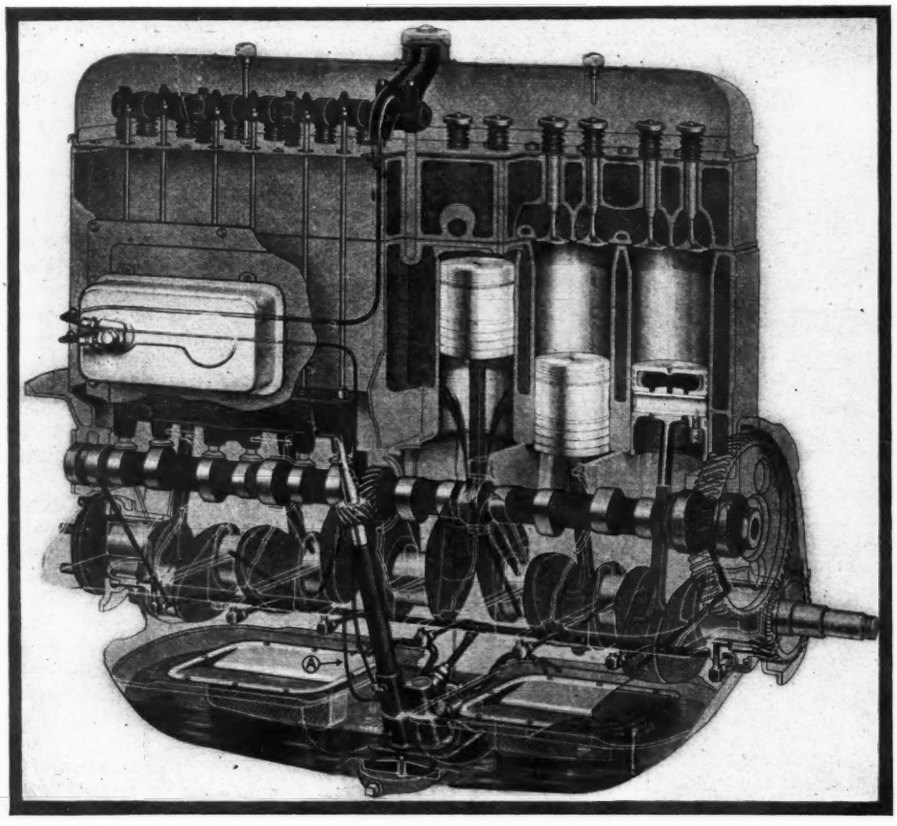
OAKLAND'S addition to its present line is a smart sport roadster in an unusual color scheme and listing at $1,175. The car has low, racy lines and an exceptionally complete array of equipment.

Access to the folding rumble seat in the rear deck is by aluminum steps on the rear spring hanger and fender. Both the front and rear seats are upholstered in gray Spanish leather. Exterior finish is in two-tone Duco with the body, hood and fenders in Mount Royal blue and El Paso tan. Faerie red striping is used on the louvres and below the black moulding. Fenders have a center panel of red and blue employed on the outer portions.

The folding top, which rests on bars



Oakland six 4-passenger sport roadster listing at $1175. Access to the folding rumble seat is by aluminum steps on the rear spring hanger and fender.



Phantom view of the Nash "enclosed car" engine which has a seven-bearing crankshaft and a four bearing camshaft.

in the folded position, is made so as to be quickly detachable. The rear curtain may be removed to facilitate conversation with passengers in the rear. On the right side of the body is a lock equipped door which allows the carrying of golf clubs or small articles. Wire or disk wheels are optional at slight extra cost.

In addition to the usual items the following equipment is included in the list price: Front and rear bumpers, windshield wings, nickeled head and cowl lamps, automatic windshield cleaner, nickel-plated windshield posts and step plates, and special design wing radiator cap.

Nash Features New Enclosed Car Engine

IN the Advanced Six series Nash will introduce at the show a new four-door sedan at low cost. The body is finished in a rich color scheme of lilac-grey, contrasting with gold striping and black upper body and running gear. Doors are wider than is customary in this type of car, affording much easier entrance and exit for all passengers. Broad seats are upholstered in mohair. All hardware is silver-finished in a Colonial pattern.

A new feature of the Advanced Six Roadster is the rumble seat contrived for easy entrance, comfortable roominess and riding ease. The lines of the car are accentuated by the black top and running gear, with gold striping against the grey-green of the main body. Genuine leather upholstery, also, in a duotone green is used.

In the Special Six line Nash also offers for those who desire a utility car —the Special Six Coupe. Low sweeping lines characterize this model. The body proper and wheels are toned a deep grey-green, while the upper structure, fenders and running gear are in black. Upholstery is of genuine leather of a duotone green to harmonize with the body. There is an especially roomy luggage chamber underneath the rear deck, with an easy-swinging door permitting easy access.

All models are equipped with four-wheel brakes, five disc wheels and full balloon tires at no extra cost.

It has been general practice for automobile engineers to develop engines upon the basis of the requirements for touring car models. Once they had achieved satisfactory performance, they employed the same engine in the production of their enclosed bodies. The result was that the standard of performance attained in open cars was never reached with the far heavier enclosed models. And buyers have long been accustomed to console themselves with the thought that no enclosed car could be expected to perform like an open car.

With this in mind Nash has brought out an engine specially for the requirements of enclosed models. In fact, instead of building the performance abilities of the engine up to the lightest car of the line, Nash has designed an engine to power the heaviest model and to give that model life and performance that has hitherto been linked only with the open car.

The new Nash "enclosed car" engine is bigger, with greater power development. Measured in relative terms there is approximately a 25 per cent increase in this point alone, it is stated. Yet, despite the increase in power and speed the mileage per gallon of fuel remains at the old figure.

Another feature of the Nash engine is the manner in which it is encased against foreign substances. The crankcase breather arrangement has been calculated as to position in order to keep out the most minute dust atoms. And an air cleaner is utilized to clean the air that mixes with the gasoline in the carburetor.

Because it is known that the vacuum tank does develop sediment Nash locates the filter between the vacuum tank and the carburetor. In this way the gasoline is filtered just prior to its introduction into the carburetor.

Lubrication of the new engine is force-feed to camshaft bearings, connecting rod bearings, and main bearings and oil is also forced under pressure up to the rocker-arms, where by force of gravity it lubricates the rocker-arms mechanism. This new "enclosed car" engine has a $3\frac{7}{16}$ in. bore with 5 in. stroke, a seven-bearing crankshaft, and a four-bearing camshaft. The bearings are the same diameter as formerly but the main bearings naturally are of different lengths. The rated horsepower is now 28.40 as against 25.35 formerly. Excepting for the new bearing layout the crankcase is substantially the same as the old.

Chevrolet Adopts Skeleton Piston

A NUMBER of significant improvements have been incorporated in the Chevrolet cars to make for smoother operation and longer life. Chief among the refinements are: Lighter reciprocating parts, three point suspension, improved oiling system, the cylinder head redesigned and the fitting of an air cleaner.

By the adoption of a new skeleton type of piston and improvements in the connecting rod design, the weight of reciprocating parts for each cylinder has been reduced by approximately 8 oz. In place of the usual four point suspension for the power plant, the three point arrangement has been adopted.

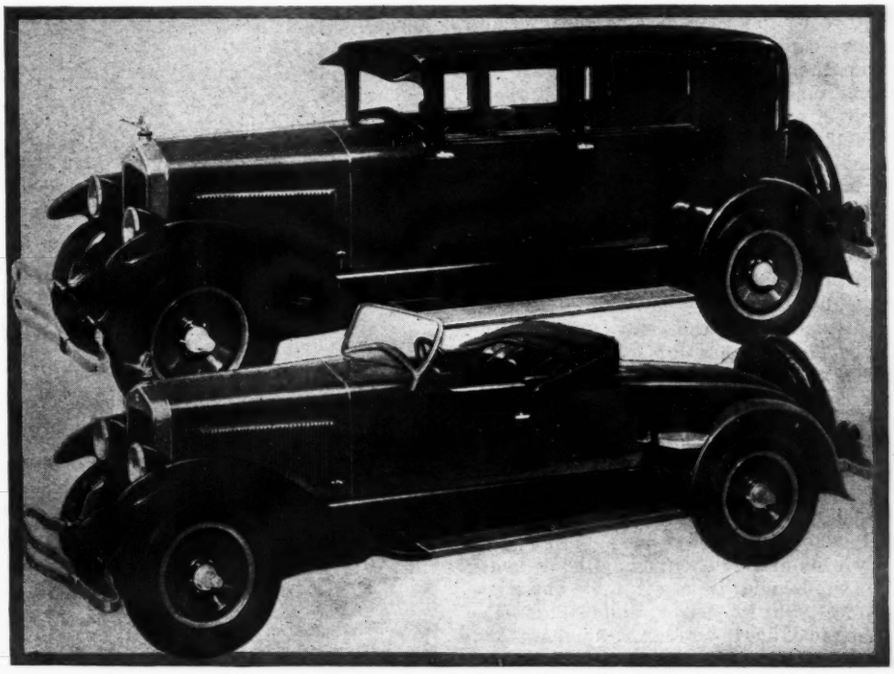
The cylinder head has been redesigned so as to provide a larger cooling area around the valves with the resulting in-

crease in valve efficiency and life. In place of the two pieces, a single cover now encloses the valves on the top of the head.

By removing the oil pump from behind the generator and placing it in the crankcase, where it is driven by spiral gears off the camshaft, immediate priming of the pump is insured immediately the engine is started. Where as three gears were used in the front end drive, only two are now employed on the latest Chevrolets. The generator is now driven by a "vee" belt from the crankshaft, the belt operating the cooling fan and the water pump.

An air cleaner is now attached to the carburetor air intake.

The braking area of the service brakes has been increased by one-third and the entire brake assembly has undergone revisions which include a new type of brake rod.



Two of the new Wills Sainte Claire Bodies.

New Wills Sainte Claire Bodies

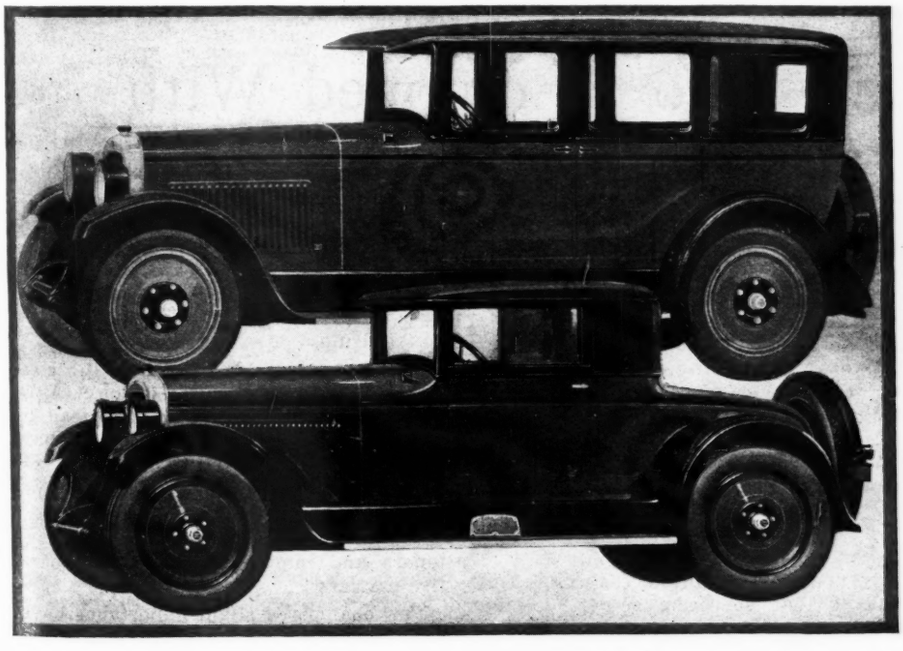
ON THE present six cylinder chassis, Wills Sainte Claire, Inc., will introduce at the New York Show a new line of improved and more rakish bodies. The designs of the former "Vogue" series will now be the standard of the line, while except for minor

In line with lengthening all bodies by changes the chassis has not been altered. 3 in., the radiator has been increased in height 3 in. and all corners have a greater radius. The general appearance of the bodies has been greatly enhanced by the adoption of one piece full crowned type of fenders and the addition of a considerably increased tone of angularity to the top of the hood and nickel-plated radiator. New design of the double belt moulding has given the bodies a lower appearance, which blends well with the new roof lines.

Included in the list price will be special Bifle bumpers, spare tire equipment and the Wills radiator ornament. Under the hood of the engine an Imco autopulse magnetic fuel pump has been adopted.

The line of bodies will embrace the following: Roadster, Cabriolet roadster, 7 passenger sedan, 5 passenger sedan, 4 door brougham, 7 passenger limousine, 5 passenger gray goose traveller, special custom built town car. While the eight cylinder model will not be exhibited at the shows, it is continued without mechanical changes.

Auburn Has Brand New Four-Cylinder Model



Top, Nash Four-Door Sedan on Advanced Six chassis. The other is the Nash Special Six Coupe.

THE Auburn Automobile Co., Auburn, Ind., has added a four cylinder model to its line of sixes and eights. The four cylinder model has the same outward characteristics as the other Auburn models with the body moulding curving up to the radiator cap and body finished in a two-tone lacquer.

The new model, known as the 4-44 is ing prices—Touring, $1145; roadster, $1145; coupe, $1175; sedan $1195. The car has a 120 in. wheelbase, which is exceptionally long for a four cylinder model and therefore provides a roomy body and good riding qualities are assured by such an ample wheelbase.

The engine is a Lycoming 3⅝ by 5 with five bearing crankshaft. Lockheed four-wheel brakes are standard equipment on this model, whereas the Auburn sixes and eights are fitted with mechanically operated four-wheel brakes.

The frame of the four-cylinder model has seven cross members, is 6 in. deep and made of 5/32 in. stock. Both front and rear cross members are tubular. The frame is carried by semi-elliptic springs made up of a large number of thin plates to insure easy riding. The front axle is built to accommodate brakes and the

feature of the rear axle is the straddle mounted pinion shaft, saving weight and strengthening the axle. Brakes are external contracting and the hand brake is located on the propellor shaft. Wood wheels are standard, with 30 by 5.25 balloon tires. The steering gear is a Ross variable ratio.

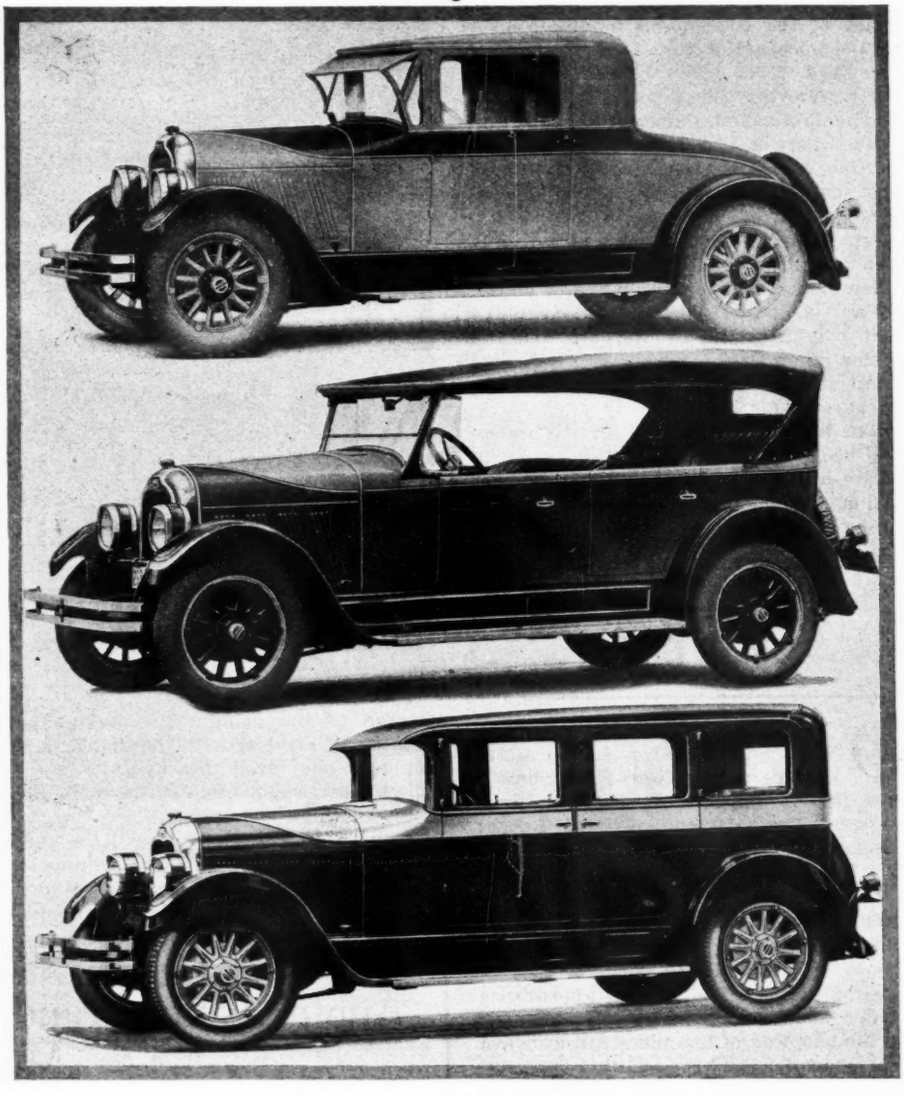
The following paragraphs while they relate particularly to the bodies and fittings of the Auburn 4-44, apply equally well to the sixes and eights made by this company.

Oustanding in the body types is the coupe made with a fabric body. In this model the framework is of elm, ash and oak covered with padded fabric, the latter being lacquered in colors insuring them against fading and checking. The fabric is not painted.

The sedan, brougham, touring and roadster models have a wood framework and panels of 20 gage steel. Doors are very wide and on the four cylinder model the windshield is a straight one-piece design. On the sixes and eights, the windshield on the sedan, brougham and coupe are Brewster type.

In the 4-44 sedan and brougham a good quality body cloth is used with leather optional at slight extra cost in the brougham. The coupe is upholstered in velour with special embossed fabric head lining and door paneling. The touring car and roadster are done in Spanish leather. The finish on all bodies is lacquer hand rubbed to lustre.

Butler finish hardware is used in all closed models. Door glasses are operated by crank type lifters and the rear quarter glass in the sedans by a new type lifter designed for easy control. The lighting switch is on the steering wheel and all instruments are in one panel on the instrument board. Other equipment consists of cowl ventilator, pull-to handles on doors, engine heat indicator and gasoline gage on instrument board, the last new items on the six and eight only.



Three of the new body models on the Auburn four cylinder. Outstanding in the body types is the coupe with fabric body.

All Reo Models Now Equipped With Standardized Controls

IN addition to showing a new four-door sedan at the New York Show, all models of the Reo Motor Car Co. will be equipped with standardized controls instead of the arrangement which has been an exclusive feature of the Reo car for years.

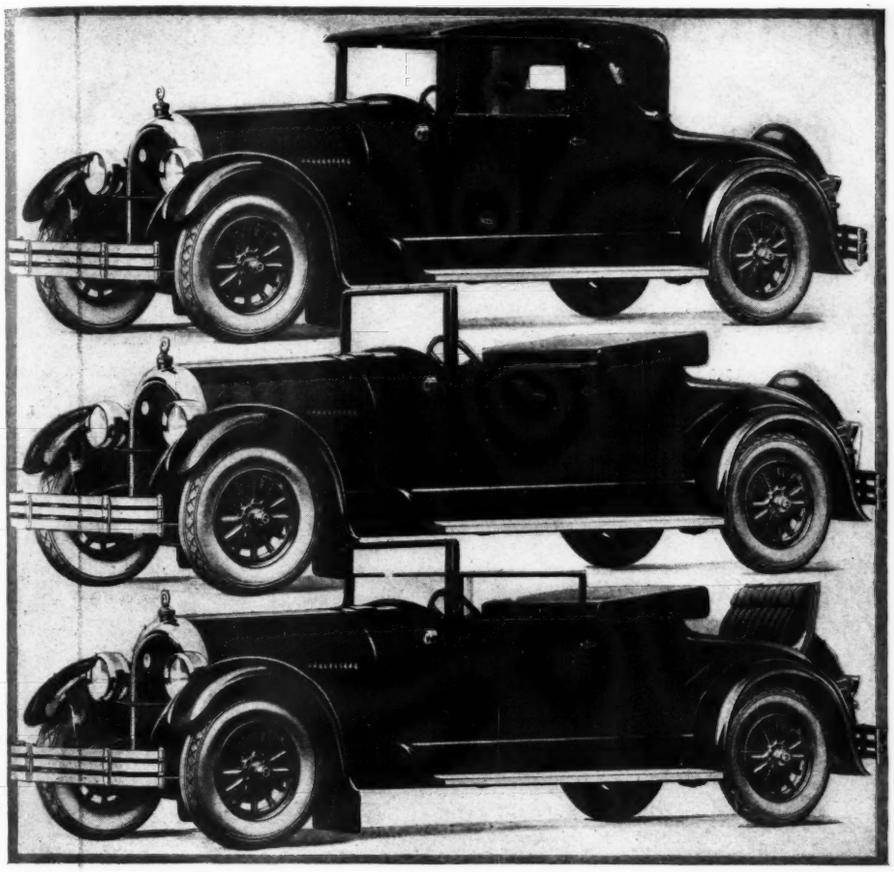
The new sedan differs chiefly from the previous types by the continuation of the top so that a permanent sun visor is formed. There is a new ventilator which lies flush with the cowl and operated by a simplified control. The top has been lowered and the car given a more graceful appearance by lengthening the hood 2½ in. Fenders and running boards are of new design and have been changed so that the front springs and the gas tank have been covered by the continuation of these parts. The filler cap on the tank has been removed from the center position and placed on the right side to make refueling simpler.

On previous Reo models, the clutch pedal combined a brake action which was considered the emergency brake with the left pedal acting on the service brakes in the usual manner. On the new cars, a nickel plated throw lever is mounted on the left side near the front of the door and operates on transmission drum in the usual custom. Although this emergency lever is provided, the combined clutch and brake pedal action is retained for those drivers who prefer the Reo method of control. It is only necessary to brake the connecting link so that the pedal serves only for the clutch realese, leaving the car controlled in the usual way. The foot brake pedal is provided with a ratchet similar to that on the new hand brake so the car may be double locked on a steep incline. An equalizer has also been provided for the external expanding brakes on the rear wheels so that equal pressure is automatically applied to either brake drum.

Another noticeable change in the control system is the adoption of the S. A. E. standard gear shift positions instead of the special arrangement used on the previous models.

New headlights are installed which embody the two-filament bulbs while the car is provided with new type hood fasteners and improvements in the spare tire carriers.

Few changes of slight importance have been made in the engine while the chassis is the same as before. By moving the fan 2½ in. forward and lower, it is now in such a position that it covers



Kissell All-Year Coupe-Roadster. It is shown with top down,windows and doors serving as side shields. Note the auxiliary seat.

the center of the radiator core with its action. Improvements have also been made to facilitate changing the fan belt. The fan is driven directly off the camshamft, the latter having undergone several modifications to insure quieter operation of the valve mechanism. Along with this improvement, the design of the tapped adjustment has been changed to make for simpler adjustment and servicing.

Kissel Has All-Year Coupe-Roadster

WITH the opening of the New York Show the Kissel Motor Car Company, Hartford, Wisconsin, is showing for the first time its all-year coupe-roadster. Although designed primarily for a business car, more so than for sport purposes, it can be used for either with equal advantage. It is probably the first of its kind built in this country incorporating the features of an open roadster and a coupe.

The top is so constructed that it has every appearance and advantage of one permanently built. The windshield stanchions, therefore, are built quite different from the orthodox type used in connection with a ventilating type of windshield on a roadster. The stanchions on this model in reality are pillars as used on a closed model and the windshield therefore becomes a permanent structure. The top folds back neatly and when enclosed in a tailored top cover the car has all the appearance of a roadster.

The rear deck is of a design similar to that used on the Kissel speedster. An auxiliary set for two passengers is concealed in the rear deck and is easily accessible.

One of the features of this car is the windows in the doors which can be raised when the top is down, constituting efficient side shields. Colonial leather or Chase Velmo is optional in covering the seats, which are cushioned with Marshall springs.

The car exhibited at New York is finished in a musketeer gray, black artillery wheels and striped vermillion. The top is finished in a special khaki colored fabric, adding greatly to the appearance. The all year coupe roadster on the 6 cylinder and 8 cylinder chassis is priced at $1,695 and $2,095 respectively.

Davis Adopts New Engine

THE George W. Davis Motor Car Company, Richmond, Indiana, is announcing and showing for the first time at the New York Show its new series 92, comprising a complete line of open and closed models. The two enclosed models, the Imperial sedan lists at $1,795.00, and the sedan lists at $1,595.00, f.o.b. The other models of this series include the Man O'War four pas-

(*Continued on page* 51)

Two of the enclosed models of the new Davis line to be shown for the first time at New York. Algerian blue or Brewster green are optional colors.

Through the Doors of the Palace

(*Continued from page 12*)

numerical slump, but compared with such losses in other show years it is clear that this slump in names is slowing down. Going back to the show of 1923, for instance, we find the following names which do not appear in the 1926 show list:

American, Anderson, Apperson, Ambassador (now Hertz), Barley, Rotary Six, Chalmers, Climber, Cole, Columbia, Hatfield, Courier, Crawford, Dagmar, Detroit Electric, Dort, Earl, Elgin, H. C. S., Handley-Knight, Haynes, King, Lafayette, Liberty, Maxwell, Mercer, Milburn-Electric, Mitchell, National, Noma, Paterson, Pilot, Premier, Rauch-Lang, R. & V. Knight, Sayer, Stanley, Stearns, Stephens, Westcott.

Although there are fewer names on the list than at any show in recent years, the number of units on display will compare favorably with that of any previous year—and there will be a magnificent showing of accessories, parts and equipments. While the National Automobile Chamber of Commerce is sponsoring the show itself, as usual, the Motor & Accessory Manufacturers' Association again is staging the accessory exhibit. Many of the M. & A. M. A. exhibitors in the New York show also will be represented in the Chicago show, although there is considerable variance in the two lists, there being numbers of companies in just one or the other show.

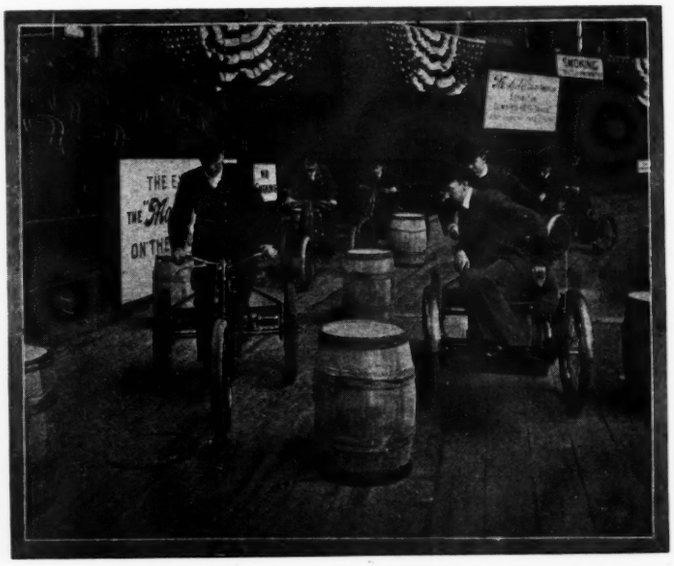
Much Interest in "Trade Days"

Liberal provision will be made for reception of the general public and in accordance with a referendum decision orders *will be* solicited—but right now the chief topic of discussion among leaders in different branches of the industry centers about "Trade Days." In all divisions of the industry is a feeling that "Trade Days" can be made to yield great benefits all around. Manager Miles, consequently, has been given general cooperation in a unified effort to impress upon all persons vitally concerned the importance of attending the show during "Trade Day" periods.

"Trade Days" last year were far from a failure. It was seen, however, that there was room for improvement in arrangements and that to make "Trade Days" the desired success much pre-show campaigning to drum up large attendances at these times would be necessary.

Different organizations have joined in such campaigning and to facilitate matters for tradesmen who might find it difficult to leave their home cities for the show before Saturday night or Sunday it was decided to designate Monday and Tuesday as "Trade Days" instead of Friday and Saturday as was the case last year.

So between 10 A. M. and 1 P. M. Monday and Tuesday the public will be excluded in order to let manufacturers transact business with the trade. Any member of the trade who has no ticket only has to identify himself at the entrance in order to pass into the show during these special occasions.



A derby of 1900. Rather, you can count five of them. Also five motorized tricycles which "featured" the national automobile show at Madison Square Garden in that momentous year

Other articles in MOTOR AGE will tell about the new cars and other automotive products. While this angle will be passed by briefly just here it might be remarked that the changes in car offerings and as a continuation of the movement toward further refinements and measures to establish higher standards of driving comfort and beauty.

Genius in Body Building

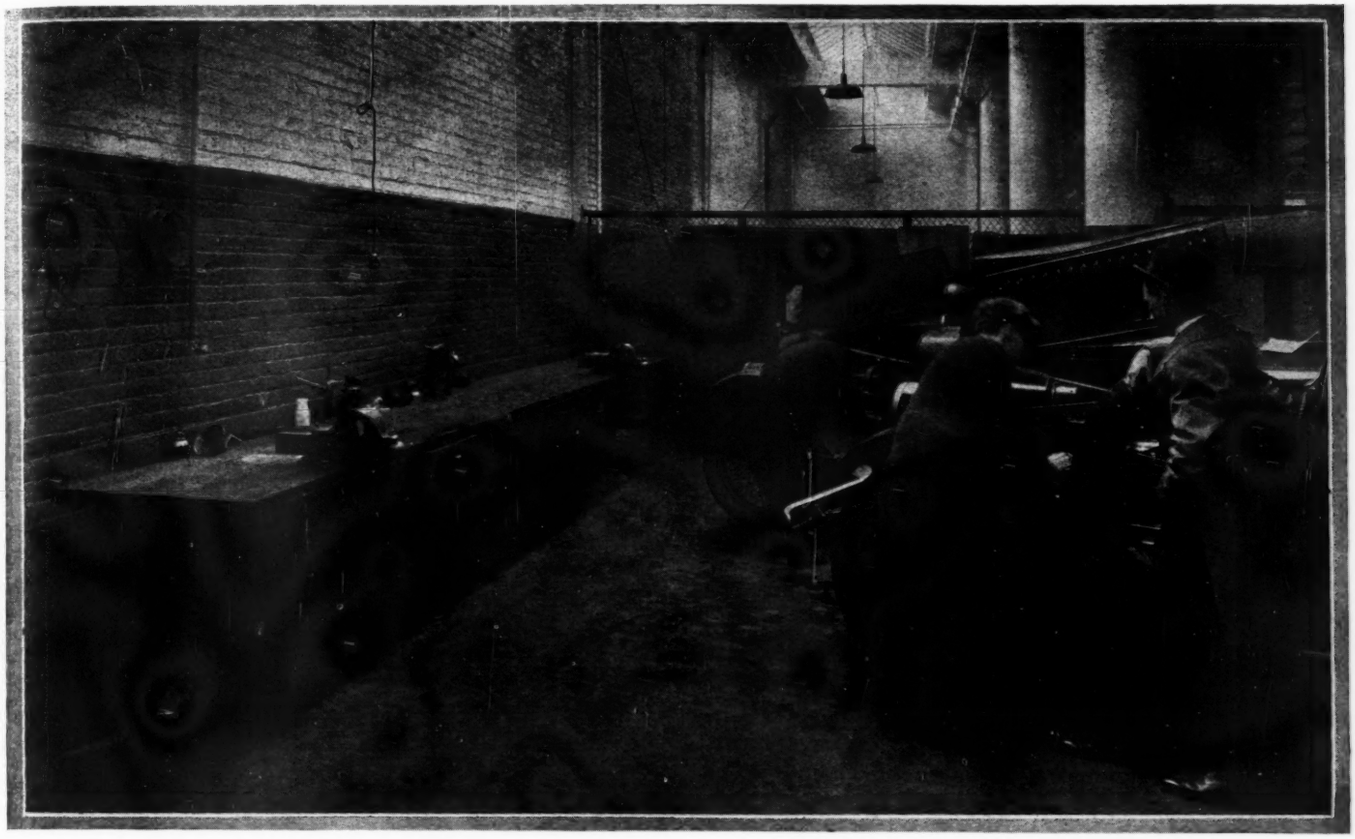
We find ourselves passing through a period in which the body builder is given a chance to reveal his full score of genius, and the revelation as found in the splendid array of cars in Grand Central Palace is highly inspiring.

Automobiles mechanically more efficient than ever, more beautiful than ever, more comfortable than ever and at the lowest prices on record—that is what the public is offered by our industry today.

As usual, show week in New York will be marked by many dinners, conferences, conventions and a wide variety of other events. The calendar will be a full one and many speakers will discuss the possibilities of what it is believed will be the biggest year on record for the entire industry—1926.

Optimism, it can be predicted from what we know already, will reign supreme. Leaders of the industry want to take every advantage of the great opportunity which the year of 1926 seems to promise and it will be during this New York show that they "start the ball."

Beginning on page 33 of this issue will be found detailed descriptions of new models introduced at the New York show. Tradesmen will find much interesting and valuable information in these pages—another reason why the reader will want to keep his current copy of MOTOR AGE.



The service salesman will sell a thorough job instead of taking the "tinker job" that the customer thinks he wants.

Better Maintenance for Better Cars

Shop Practice and Service Methods Must Keep Pace With Production and Sales

By A. H. PACKER

FORECASTS for 1926 have made the optimists open their eyes. Previous records have been shattered and the number of automobiles built during this new year will apparently exceed any previous year by from twenty to twenty-five per cent.

Automobiles used mean automobiles requiring service and supplies, business opportunities for the dealers who realize that the suppling of a need is an avenue to profit.

Already from various sources come reports of service buildings only a year or two old that must be enlarged in order to provide space needed. As one service manager expressed it, "That part of the job is easy, but the task of training men to handle the new sections of our shop is not so easy." But that is another phase of our story.

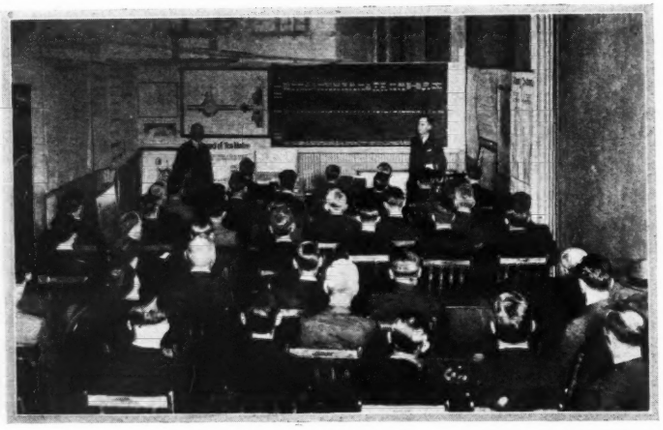
Perhaps some dealers will figure that the present service department, the present men and the old tools will still serve with the increased business, but this is not true. A significant indication is the move made by one car manufacturer whose sales during the last year have surprised many. In rating their dealers a systematic method of grading is used and the service facilities are given a higher valuation than items such as car display which cater to sales alone.

This merely shows how the successful concerns regard service, not as a necessary evil, but as the making or breaking factor in building up good will, which in turn sells cars.

Whether it be new or old, the building in which maintenance work is done has much to do with the success of this work. Appearances have the same effect on service sales that they have on car sales, yet we often find the salesroom well lighted and clean, while the shop where the owner comes a few months later is a mess. Cleanliness inside and out is of first importance.

A place of poor appearance is avoided. This is illustrated in the case of a man who installed a greasing rack in a vacant lot past which there was much automobile traffic. He put up a sign offering complete greasing service at remarkably low rates, which he was able to offer because his overhead was practically nothing. Yet he did little business. Two or three weeks later he had abandoned the effort. He did not have the appearance that a substantial maintenance station has and he could not sell his wares even at half price.

With an adequate building of good appearance, the next item of importance is perhaps the arrangement of the various departments. One dealer handling a popular car in the medium price class put up an enormous garage at



The trained mechanic is a better mechanic when he understands the principle of the unit on which he works.

the rear of which he had a shop, to which cars came by means of a rear door. The salesroom and accessories were up in front.

A year later he changed this, put the accessories at the back of the garage in place of a row of cars previously stored there. Then he put in a rest room near the back door entrance and made other slight alterations, so that every customer driving in for any work from a change of plugs to a complete overhaul had to pass the accessory case when driving in, had to park beside it while the service salesman was taking care of his requirements and had to walk past it on his way out or in going to the rest room.

The silent "ask 'em to buy" appeal was well worth the effort the change involved.

In improving the shop appearance and especially in appealing to the women who drive cars another move is advisable. It is to separate the used cars from those being worked on, for an assortment of old cars does not usually present an attractive sight, and especially where women drivers are concerned it tends to make the place one to be avoided.

Many dealers are accordingly arranging to have their used cars kept in separate buildings away from the sales and service departments.

The Shop Equipment

The days of the screw driver and monkey wrench mechanic have gone, but the mechanic himself is often with us, puttering along over a job, making little money in spite of the price for the job that the customer must pay. As production increases, as more sales are made and as more cars go on the road to demand attention, the shops will equip for the task or give up what business they have to more progressive dealers.

Flat rates are sweeping the country. Many factories have men in the field traveling to the various territories, installing systems, selling dealers the assortments of tools, without which it would be impossible to stay in the race. One high grade organization has a man doing nothing but work out special service tools and when a new car is announced, this man has ready any special tools which the dealers may need to handle the necessary adjustments and repairs on the new model.

General equipment is also essential, such as the hoist or other piece of apparatus which makes it easy to get at bearings. Other methods of getting at the underneath portions of the car include the elevated runway, either fixed or automatic, and the pit. Mention of the latter recalls a dark greasy hole in the floor with its corners stuffed with greasy rags rivaling the Black Hole of Calcutta, but a pit does not necessarily mean working conditions of this character. In one of the illustrations a modern type of pit is shown. Here the men can operate to advantage, going from the individual bench which each man has to the car being worked on, it also being possible to go from any bench to any job as might be required of a foreman or of a man called temporarily to help out on some other job than his own.

Another modern edition of the old fashioned pit is used in one of the large shock absorber service stations, although it would be quite applicable to a dealer's shop. Here each car stands over a large opening in the floor, while the basement is clean and well lighted and has adjustable platforms on which the men stand when working on the cars.

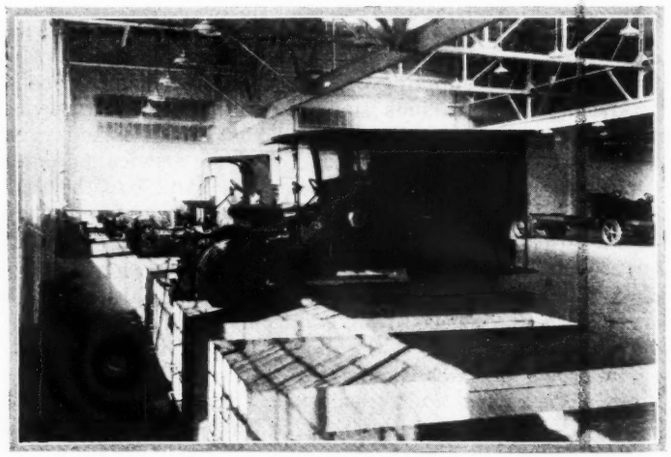
Getting the Right Men

To have employes in the service department who can meet the customers, smooth away their troubles, both real and imaginary, and then correct conditions on the car is most essential, also difficult. The qualities of diplomacy, salesmanship and mechanical ability are required. They are not often native traits and must be acquired. Here the dealer who has contact with an up and doing factory has a marked advantage.

Many automobile manufacturers have facilities for taking the men from the dealers' establishments and giving them a week's training. It may be mechanical work they need or it may be to follow the service salesman around and see how he handles customers.

Mr. Gerald who has operated a car for a year without giving it much attention comes in complaining that there is a squeak up in front somewhere. It might be corrected by oiling one shackle bolt. The service salesman, however, will sell him a complete greasing job. If he yields to the customer's request as at first made, he will find the same customer at his door a day or two later with another bolt squeaking. On the other hand a thorough job on that portion of the car will constitute an effectual remedy and at the same time make possible a profitable job.

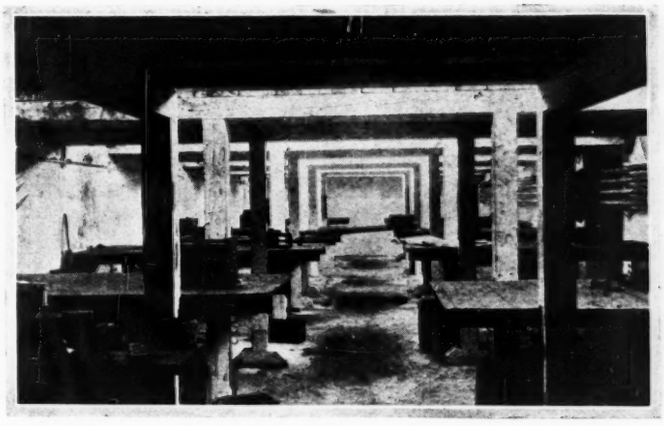
Another car owner may complain of a knock which necessitates tightening one bearing. Consideration of the miles the car has run without work being done on the engine may indicate, however, that the other bearings are probably somewhat loose and that merely tightening them would not give proper results as far as oil distribution is concerned. In this case the service salesman may sell a complete bearing job and thus give real satisfaction in this case also, as well as obtaining a profitable flat rate job for the shop and for the mechanic, who may be getting his pay in accordance with the work that he does.



Adjustable platforms in the basement make it easy to work on the under parts of the cars over the openings on the main floor.

The ability to analyze such cases correctly, however, is gained only after much training or experience or both. One of the larger automobile corporations maintains a technical school to which its employes may go to learn the fine points that change the service game to a maintenance business. The "know-it-all" mechanic going to such a school comes back more humble and more efficient, convinced from what he has learned that there is still much to learn through experience and observation.

Where training of this sort is difficult to obtain it often helps to hold occasional meetings of the men in the shop at which time experiences may be exchanged. At such meetings it is also possible to go over the service bulletins which the factory issues to make sure that the messages they contain are really understood by the men for whom they are intended. In such cases points brought out could be best illustrated by having the parts in question in front of the men, and possibly by having the shop foreman actually go through the operation indicated.



Interconnected pits well lighted promote rapid and accurate work.

Future Maintenance Possibilities

Many of the points brought out in previous paragraphs are already being put into practice. Greater production of motor cars will result in revised methods of handling shop work. The replacement of complete units is in its infancy. When trucks are serviced in districts where it is vital that they be running without interruption the unit replacement is more common, but the plan is rarely used in the case of passenger vehicles.

Flat rates for labor only are being supplanted by a few manufacturers who are working out flat rate operations to include replacement of the needed parts. When this step has been completed, there will be no reason why a man having his transmission overhauled can not immediately have a rebuilt one put in the car. The same practice would apply to a radiator, a generator or a carbureter.

In some cases the work on the unit might be divided into two or three portions, each of which had its flat rate charge, and this might necessitate a tear down job to see what operations were required. This would determine the price, after which the rebuilt unit from stock could be immediately installed.

The advantage of such a system is twofold. In the first place it makes possible quicker service which satisfies the customer better and ties up the shop space occupied by the car for a few hours instead of a day or two. This multiplies the shop capacity several times and is the equivalent of having a building perhaps twice the size. In the second place it makes it possible to have certain men at the bench doing one class of work which they can do more quickly when they are not first dabbling at one job and then at another.

Even in a small shop which might have but one or two men, a system of this nature should work out better if it is possible to get the necessary details arranged, for a man who can tackle a bench job, or preferably two or three of the same kind can do them more efficiently.

This perhaps seems somewhat of a prophecy, but a few years ago the idea of flat rates even for labor was laughed at. Now the same concerns are sending men around to install such systems. In two or three years more we will probably see changes still more revolutionary.

"Ford Service" for Car Dealer and Mechanic

A move to establish complete standardization of methods employed in repair service has been made by the Ford Motor Company in a text entitled "Ford Service" which is for distribution to authorized Ford dealers and service stations. The book, which includes about 300 pages is the culmination of several years of research by Ford engineers. It covers in minute detail, with numerous illustrations, every operation in assembling and repairing Ford cars.

"Ford Service" not only deals with the technical and mechanical side of Ford car repair, but also treats in detail other phases of the dealer's business; managing the repair shop, installation and maintenance of equipment and contact with customers.

The contents of the book is divided into three sections. In the first part are outlined factors that contribute most to a successful service organization. The price of the book is $2.50.

The first section of the book also gives a complete list of the equipment essential to the operation of a successful repair shop, contains a thorough discussion on the methods of managing a parts department and explains fully the various steps taken by the dealer in the service follow-up system.

The second and third sections of the book explain in detail the authorized Ford way of dissembling, assembling and repairing Ford cars. More than 200 pages have been given over to these sections and the methods have been demonstrated in such a manner that the details will be easily understood by both the skilled and unskilled mechanic. The pages are profusely illustrated with pictures, the total number being 540. These are made up from actual photographs taken in the service garage of the Ford Motor Company and show not only the various stages of a job as it progresses but also demonstrates the exact position of the mechanic's tools while performing the most difficult operations.

Davis Adopts New Engine

(*Continued from page* 51)

senger roadster at $1,495, four passenger Legionnaire at $1,495, and the five passenger touring phaeton at $1,395.

Genuine silk mohair is used in the Imperial sedan and Baker Mo-velour in the sedan.

All models are finished in Duco, either Algerian blue or Brewster green, optional.

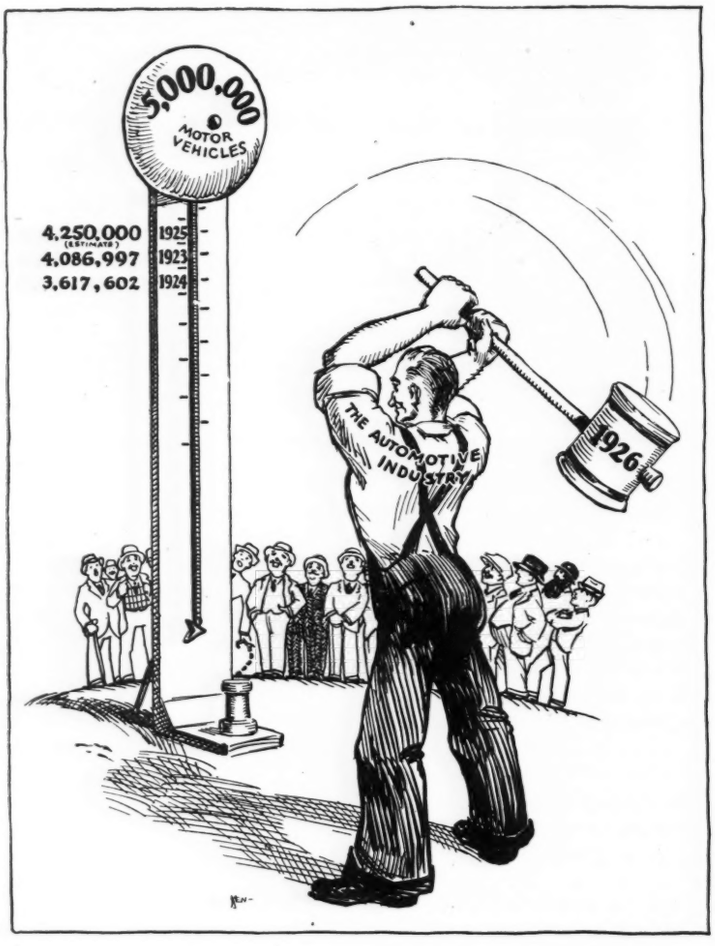
Many changes and refinements have been made in this series, the most important of which is the new 8-U Continental engine, which incorporates a seven bearing crankshaft with a Lanchester dampener. Full pressure lubrication is accomplished through a hollow crankshaft and attention has been given to the accessibility, the oil pump being easily adjusted and quickly removed for inspection. Exceedingly long connecting rods and unusually large piston pins, together with an easily and quickly adjusted silent chain which drives the generator and distributer are other details. The water pump is driven by the fan belt.

Delco starting, lighting and ignition, and Stromberg carburetor are other equipment features. Other essential units included are Ross cam and lever steering gear, Borg and Beck clutch, Warner transmission and Columbia axles, the gear ratio being 4.9 to 1.

FOR BETTER *Business* in *TWENTY-SIX*

Good Merchants Have Grown Up With the Industry, the Country Is Prosperous, Fundamental Conditions Are Sound, and All Things Considered This Year Should Be Bigger and More Prosperous Than Last for Dealers as Well as Manufacturers

By M. WARREN BAKER



SEVERAL very definite trends have been established in the automobile industry in the last year. It has been a year marked by changes of outstanding importance in every phase, and yet has been a period of development and improvement. Every change was but a furtherance of tendencies shown in the industry heretofore.

Automobile authorities generally are agreed that 1925 was the first of many prosperous years under the new order of things. If 1925 was any indication the years to come will be prosperous ones indeed. It now appears that the automobile industry is standing on the threshold of the greatest era of its history.

Every industry passes through three general stages, if it survives. The first of these is the foundation, or pioneering period. The second is development, and the third is the epoch in which the industry reaches its perfection, becomes standardized, and accepted.

With the acceptance come new problems which were not so pronounced in the other stages. As the product becomes stabilized, competition becomes keener and it is here that the science of selling enters into its own. The automotive industry has reached the point where salesmanship is imperative, and 1925 has demonstrated that fact more clearly than any other year since the foundation of the business.

The year is the most interesting one in the 25 of its history because it is the turning point from the winding lane of development and reverses, into the wide, clear highway of industrial success through systematic merchandising.

In 1925 some non-progressive dealers who were left from the 1923-24 period of stress, dropped out. Plaintive wails were heard from all sides that the "halcyon days are over" and that "you can't make any money in the automobile business any longer." Most of them were forced out in 1923 because they were unable to "make the grade" under the strenuous conditions imposed by the modern manufacturer.

They were either too busy stacking away the money that fell into their laps, to take stock of the situation, or too intent upon worrying about the money the other fellow was making to carefully study the reason underlying his good fortune. Most of them are still wondering from whence the cyclone came.

As the result of this, 1923 saw the biggest dealer turnover that has ever occurred in the industry. The new dealer blood that came in when these went out, the real business men who dodged the falling timbers and stood by, and the additional dealer blood that has been attracted by the wonderful opportunities in the automobile business since then, has proved its ability in 1925 with no uncertain emphasis.

In 1925, on the debit side of the ledger, there was the ever present used car problem. The remedy—sensible figures for trade-ins and a resale price that does not entail a loss to the dealer—has been applied more effectively than ever before. In many sections of the country the dealers insisted that only current standard makes of cars be accepted. Some even went so far as to limit their trade-ins to the make they represented. Some losses were sustained, of course, but when final figures are compiled, it is believed the used car loss in 1925 will be much less than in former years.

Another factor that may have a detrimental effect in the future was the appearance of a tendency in 1925 to lower the down payment in time sales and spread the remainder over a greater number of months.

Every repossession means another used car to dispose of, and in some cases the competition caused by repossessions has seriously hindered the progress of used car selling. Abuse of credit is economically dangerous in any business, whereas intelligent credit is an absolutely necessary element in modern industry. Whether credit

will prove to have been abused in 1925, only future months will demonstrate.

The manufacturers believed that the industry had entered upon the stabilized phase of its existence when they over-produced in 1923. They were under the impression that the dealers could sell all the cars that were produced. They had good foundation for such belief because an unprecedented volume of sales had been hung up earlier in that year.

They did not count, however, upon the inability of the dealer to make a market when the demand took a sharp drop in the fall. Before they could stop the machinery, the whole industry was clogged with a surplus of automobiles that resulted in a very decided reaction.

Dealer Is the Outlet

On the whole this reaction was beneficial to the industry because it demonstrated the absolutely practical theory that *upon the ability of the dealer to create a market, rests the ability of the manufacturer to produce in quantity without disturbing the economic balance.*

One point stands out in the history of 1925. When production was at its peak in October, it became apparent that orders were being readily filled except in isolated cases. Most of the manufacturers immediately began reducing their outputs. Ford and some others, whose product was greatly in demand, and who were behind in filling orders, maintained a heavy schedule, but the production was quickly absorbed.

In 1925 a record of production was established. The volume of this output would have been unbelievable in 1923 when authorities believed the high point had been reached for all time. The wonderful and joyous thing about 1925, however, was that the volume of sales stayed more nearly even with the output schedule. This indicates that the manufacturers and dealers have learned their lesson and that the industry has entered upon its greatest and most prosperous activity.

There are a number of factors causing the prosperity of the industry in 1925. The dealer cannot have all the credit, although he is, and should be given the major part of it.

The manufacturers have co-operated with their field organizations probably more closely in the year just ended than ever before. In some instances they have forced production, it is true, but a market was found for the unusual output and *the car builders did not injudiciously sacrifice dealers as they did in 1923.* The co-operation of the manufacturers' field forces with the dealers is largely responsible for the discovery and exploitation of this untouched market.

It has been a year of many advancements. These have come not only in the merchandising of automobiles but in their manufacture and design as well. Mechanically the cars of today are better than ever. They are selling at lower prices. This is due in some degree to the natural economic law of lessened cost through mass production, but it also is due to economies within the factories themselves.

There are those who declare with long faces that the upward trend in output that is continuing into 1926 is but an indication that the business world is to pass once more through the old cycle of over-production with its financial and industrial depression. They believe that basic costs will rise, labor demand higher wages and that prices will advance and credit strain develop to a breaking point.

On the other hand, it appears that the relative rise in production, in the automobile business at least, is wholly justified in the generally prosperous condition of agriculture, the high purchasing power of those dependent upon the welfare of industry, either as business men or laborers, and the advancement of the export market.

Agricultural Conditions Good

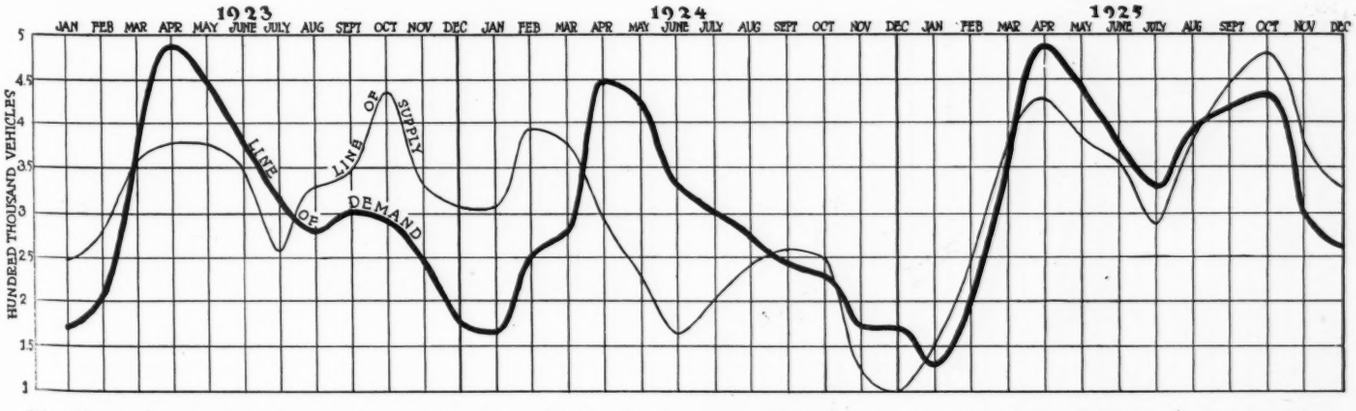
There is hardly a section of America that has not shown an excellent farm yield, with good prices, in 1925. The greater part of this renewed buying power of the rural population will be felt in 1926. It was not until late in 1925 that rural buying appreciably changed the market. The fine crop returns in every section of the country are more responsible than any other one factor for the line of sales showing a lesser decline late in 1925 than in the autumn of 1924. Still the farm purchasing power has hardly been scratched, and will not be until in 1926.

From the standpoint of the wage earner, the automobile is the most economical buy he can find. Whereas costs of living have shown a slight increase, costs of automobiles have shown a big decrease. *The dollar goes farther and buys more in the automobile field than in any other market, barring none.*

Taking for granted that general industrial conditions will remain as good in 1926—and most authorities believe they will be better—there is no reason why the urban domestic market for cars should not be even greater than in 1925. The rural market showed more sales in 1925 than for the last three years and is certain to be much better in 1926.

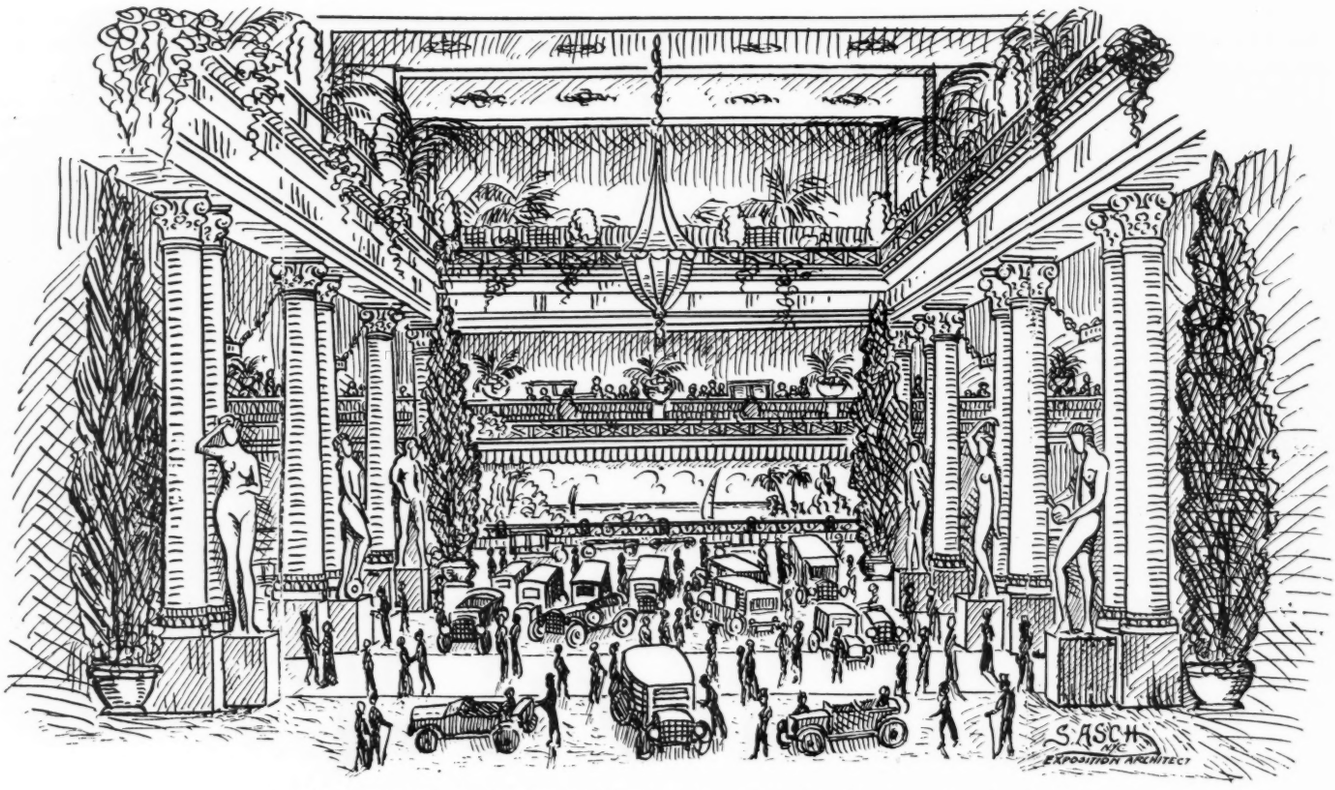
Now for the export trade. In the first nine months of 1925, there were shipped abroad 218,471 automobiles. In the same period of 1924, only 135,212 were exported.

(Continued on page 89)

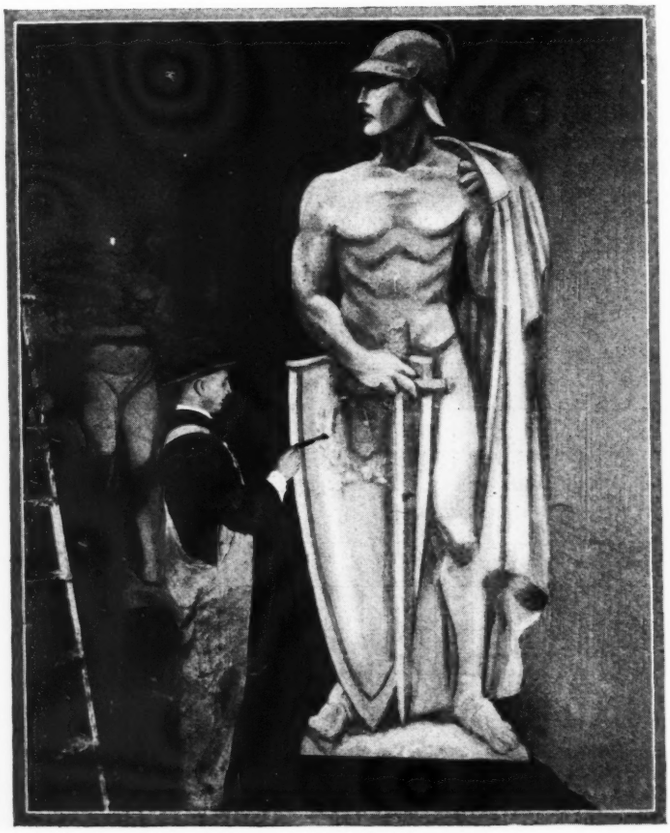


The chart above is based upon data supplied monthly by the General Motors Corp., giving division sales to dealers and dealer sales to users. It furnishes an excellent barometer for the industry as a whole and shows graphically the nearness of the lines of supply and demand in 1925, a year in which probably more hand-to-mouth buying was done than in any other period in the history of the industry.

MOTOR AGE'S PICTURE PAGES



Artist's conception of the Center Court of the 1926 New York national show.

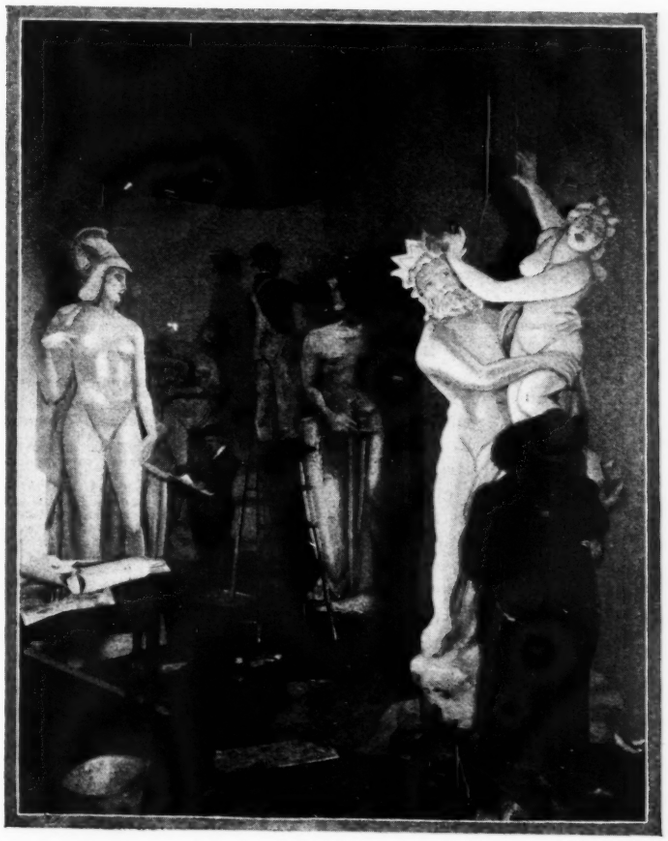


(Left) Mars, one of the ten statues in the Court of Arts and Sciences, the principal feature of the decorative scheme for the great 1926 exhibition in Grand Central Palace. Some of the main figures are eighteen feet in height. Giant cypresses and palms, with spouting fountains, will lend realistic touches to the Court.

The background of the show's decorations offers paintings of the magnificent vista of the Mediterranean and Southern Italy. Here we find artists at work under the directions of Samuel Asch. This panorama extends over all floors of the Palace.

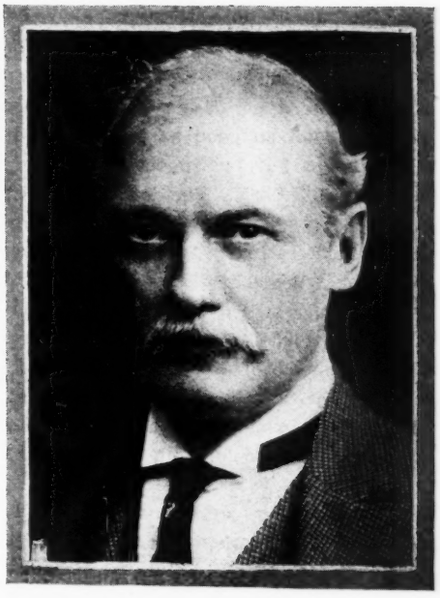
OF AUTOMOTIVE INTEREST

On these pages MOTOR AGE presents some scenics and facts that will be identified with the 1926 national automobile show in New York. The pictures are especially interesting because the 1926 show promises to mark the beginning of an important epoch of America's automotive history. These views of decorations and the drawing on first page will give those who can not attend the show some idea of the general picture and of the great task of installing such an elaborate setting. The men whose likenesses appear are prominent factors in the two organizations staging the exhibits and their responsibilities in this connection by no means have been small.



Alfred Reeves, general manager, National Automobile Chamber of Commerce.

M. L. Heminway, president, Motor & Accessory Manufacturers' Association.



Charles Clifton, president, National Automobile Chamber of Commerce.

The READERS' CLEARING HOUSE

Questions and Answers on Dealers' Problems

BUILDING • ELECTRICAL • FLAT RATES
SHOP • LEGAL • PAINT & TRIM • ACCOUNTING

Cars That Spit in the Mud Bother This Reader

Q—I am having a lot of trouble with Stromberg carbureters on 1920 Studebaker cars. These carbureters are model LS-2. They have No. 56 automatic leaner and No. 54 jet feeding the high speed. A large number of owners complain when going up hill or pulling through mud or around the corner that the engine spits back a number of times, jerks and then takes hold and runs all right. The engines idle all right. I took some of these carbureters all apart except the two venturi tubes and cleaned all the brass parts with acid and they are just as clean as new ones. None of the holes are plugged up. The engines are in first class condition.—John De Hondt, Sodus, N. Y.

The automatic leaner to which you refer is usually known as the economizer needle and No. 56 is the correct size. No. 54 is also correct for the accelerating nozzle. Sizes of other parts are as follows: Gasoline reducer No. 53, Idling jet No. 42, Accelerator well bleeder No. 32. The main discharge jet should be A-30-B-15 and the large venturi should be 1 1/32 in. in diameter. On replacement carbureters the main discharge jet was usually A-34-B-18.

Apparently Lean Mixture

If you would check up on the specifications on one of these carbureters and find it is not as given above it would well to put in the proper jets. If you find the jets are correct, then possibly the type of gasoline you are getting is not as good as that available when the carbureter specifications were laid out in 1920. The condition you describe is apparently a lean mixture when accelerating. While we cannot recommend deviating from the standard specifications, still if you wish to experiment you might try a gasoline reducer No. 52 instead of No. 53. The No. 52 reducer has a slightly larger opening. Then if you wish to go a step further you might try accelerating nozzle No. 52 instead of No. 54. A sectional view of the accelerating well portion of the model LS-2 Stromberg carbureter was shown in the Clearing House Department of the November 5, 1925 issue of MOTOR AGE.

MOTOR AGE'S READERS CLEARING HOUSE INDEX

Meaning of numerals: 12/3/25, p. 25, means that the article is in the December 3, 1925, issue of MOTOR AGE, page 25.

No. 5 Bearing Always Burns Out

Q.—I have a 1921 model Grant which is rebuilt into a roadster. Just bought this car for use around the shop and have had no end of trouble trying to keep a bearing in the No. 5 connecting rod. The car has a Falls engine and I would like to know what you would suggest as a remedy. Would also like to know where we can get parts for this car.—Gustave Mill, Alborn, Minn.

Source of supply on parts will be given by separate letter. The lubrication system is a combination pressure and splash. A plunger pump forces oil to the crankshaft bearings and to the timing gears, while overflow from the timing gears is supposed to fill up pockets in a pan located in the crankcase. This pan has pockets or depressions into which the connecting rods dip. One possibility is that the connecting rods do not dip the right amount in the oil.

You can check this up by measuring the location of the pan with respect to the rod when the lower portion of the crankcase is removed. The dippers on the ends of the rod should dip about ⅛ to $\frac{3}{16}$ inch. Another possibility is that the oil holes next to the dippers are plugged up. It is customary to have an oil hole which will receive oil splashed up by the dippers. Another method is to drill a hole in the upper portion of the connecting rod bearing so that oil which falls down will get to the bearing. It is also essential to line up the rod properly and you can check this by getting under the car with a light while someone turns the engine over by hand.

The upper portion of the connecting rod should not strike against either piston pin boss. In fitting the bearing you should make sure that there is plenty of side clearance so that the rod can work forward and backward and so that there will be no danger of cramping the rod sideways in the cylinder bore as this will rapidly destroy the bearing. It is also possible that the pump is not working very efficiently and does not send very much oil to the timing gears, in which case the connecting rods might be operating on a slight oil supply.

Planning Your New Building

By TOM WILDER

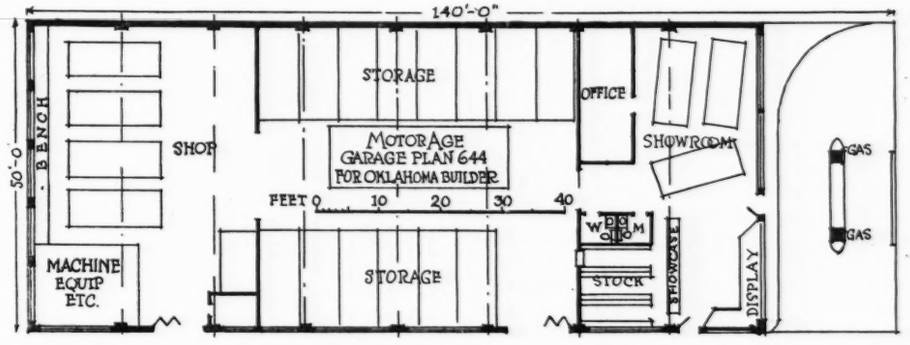
The READERS CLEARING HOUSE

Well-Arranged General Garage for Fifty-Foot Corner

Q.—Am enclosing a plan for garage and filling station. If you can give any information, please do so. I am going to build this soon and have been referred to you for plans.—Oklahoma Builder.

A corner filling station such as you show on your sketch would not be very satisfactory. You might get away with it in some small town where rules are not very strict, but as a general thing you would not be allowed to have cars standing at the pumps and project across the sidewalk, as would be the case in a filling station such as you propose. To make this space large enough to avoid this objection, it should be about 40 feet wide on each street. This cuts into the building space rather materially and we would suggest that you use the layout that we show in our plan both for space saving and convenience. In this way the building itself is much simpler and has no odd angles and irregular spaces to fit your equipment into.

The roof would be supported on seven 49-foot trusses so that changes in interior arrangement could be made at any time desired, without any interference to the structure itself.



A filling station of this sort does not turn cars into the side street as does one of the corner type. It also gives a better arrangement inside

We have one entrance from the side street to the garage and the other entrance to the shop. These two may be used together for a drive through, cars entering at the front and leaving at the back when the shop is open. When the shop is closed of course, one entrance will take care of in-coming and out-going cars.

Although the stockroom is quite a distance from the shop, we have arranged a window at the rear of the stockroom so that mechanics will not have to come into the showroom to get parts.

Legal Questions Answered—

By WELLINGTON GUSTIN of the Chicago Bar

Q.—Will you please advise me if a garage dealer who has the agency for, we will say the Studebaker cars, can be held responsible for cars in his place for repairs or storage, if they are stolen after he has accepted them and taken them into his place of business. In this particular case three cars have been stolen out of said garage, about 2:30 A. M., one of which was there for repairs and two for storage, after said car had been repaired and ready for delivery it was about 6:00 P. M. and the garage dealer did not notify the owner until the next morning. Then he called him on the phone and told him his car had been stolen from the garage some time during the night. Will you please advise me as to the laws of New York state governing same and just how one should proceed to recover said damages, and if said car is found and is damaged can the garage dealer be held responsible for the damages. If there is a sign posted in said garage saying that all cars are left there at their own risk as to fire and theft, would that release the garage owner of responsibility? They say there is such a sign there, but the men that had their cars stolen had never seen such a sign.—H. E. Trumble, U. S. V. Hospital 96, Tupper Lake, N. Y.

The garagekeeper is not an insurer of the safety of the cars left with him for storage or repairs. His responsibility depends upon the care he has used to keep the property safe. The test of that care is the ordinary care of a reasonably prudent person under the same conditions and circumstances.

In this case if the keeper did all he should do under the circumstances then he is not liable for the loss by theft. Whether he exercised this reasonable care is a question of fact for a jury to determine should the case be brought into court.

In the case of storage the keeper should use reasonable care to see that his storage place is safe from theft. Was he negligent in any manner, as say in keeping proper lock upon the doors of the storage room, in keeping dependable guards, etc.

As for the repaired car, did the garageman use this necessary care when he failed to notify the owner the same day that repairs were completed? Perhaps the keeper can show that such delay was usual and reasonable and upon his showing a jury might or might not agree with him. Should the facts show this reasonable a court would have to say there was no negligence.

But the manner of caring for the cars, including the repaired car might be shown to the satisfaction of a jury to have been careless and negligent, and not according to the care of a reasonably prudent business man in the same line of business, having regard to all the circumstances including the ease with which automobiles may be moved and stolen and the widespread wave of such general thievery and burglary, and, if so, even signs, unseen by customers, (perhaps if seen for that matter) would not relieve the garage keeper of his responsibility in the matter. Then, generally, in such cases the burden of showing he was not negligent is put upon the garagekeeper, rather than is the rule applied that the customer must prove the negligent acts of the garagekeeper.

CAVEAT EMPTOR

Q—Would you please tell me if this stock is legal or not. This is about the third time I have received one. I have heard that Mr. Ford has advised his dealers not to buy same, also that he had a law suit pending against them. I know I can depend on your advice.—O. M. Palmer, Sanger, Calif.

The shares in question may be bona fide. The literature you sent, when studied carefully, offers what is called "Bankers Shares," whatever that is, in Ford Motor of Canada, Ltd. Further it says plainly that the trust agreement provides for the issuance of 100 Bankers shares for each share of Ford Motor of Canada stock deposited under the trust agreement. Now you are permitted to subscribe at $10 per Banker share. This rate puts their value on the Ford stock at $1,000 a share. Now the Ford Motor of Canada stock has been traded in on the Curb of New York within the range of $500 to $650 per share for the past several weeks. Better buy the real Ford stock at the cheaper figure. Your question was answered in detail in a letter to another subscriber in Canada in May. The shares were then offered him at $750 a share.

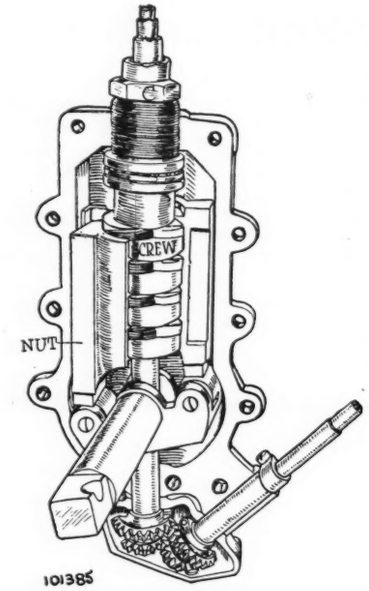
Defeating Old Man Wear and Tear

Adjusting Ross and Jacox Gears on Auburn

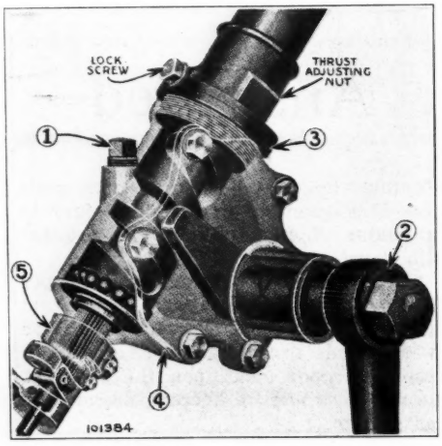
Q.—Send me illustrations showing the steering gear used on the recent Auburn cars and give instructions for tightening same. I would appreciate your advice very much as it has always helped me out of trouble before.—M. D. Leasure, 418 Laurel boulevard, New Castle, Pa.

We are showing two illustrations, one of the Ross cam and lever type gear and the other of the Jacox steering gear. In the Ross gear the up and down movement of the steering shaft can be reduced by loosening the lock screw and then tightening the thrust adjusting nut. The nut should be turned until tight and then should be backed up just a slight amount so that there is no undue pressure put on the ball bearings. After this adjustment is made it may be necessary to move the whole pitman arm support which is designated as Fig. 2 to the left. This is done by taking out the five cap screws which hold the bracket to the main portion of the steering column. Between this bracket and the main portion of the steering column are a number of shims and these may be torn out with a pair of pliers, tearing one at a time and then tightening the cap screws to see if the looseness is taken out. Removing one or more shims in this manner makes a tighter fit between the cam and the extension of the steering arm which is operated by the cam.

Referring to the other illustration which shows the Jacox steering gear it will be seen that there is an adjusting nut marked C, which can be screwed down to take out any looseness which may exist. This pushes the double threaded worm downward and the worm in turn pushes down on the two half nuts which bear against the roller. A clamp bolt must be loosened before C can be turned and should be tightened again when the adjustment has been completed.



Cutaway view of the Jacox steering gear showing the adjusting nut C at the top



Phantom view of the Ross cam and lever steering gear showing various points of adjustment

Star Carbureter Adjustments

Q.—I have a customer with a Star car who complains that he has to change the carbureter adjustment every day. Sometimes he has to make it leaner and sometimes he has to make it richer. I asked him if the carbureter adjustment changed itself, and he said no, that the adjustment stayed in the same place, but didn't work the same.—C. B. Belk Garage, Taylor, Miss.

Star cars have been equipped with two types of carbureters, the Tillotson and the Carter. However, the adjustments are practically the same. At the bottom of the carbureter is a screw which should be turned in until it seats and turned out two and a half revolutions. At the upper portion of the carbureter and on the side is the idling adjustment screw which should be turned in until it seats and then backed off three-quarters of a turn. This will be within one quarter turn of being absolutely correct for the idling adjustment, while the 2½ turns of the lower screw rarely has to be changed.

If these adjustments do not give satisfactory operation then something else is wrong. One possibility is that the driver of the car does not wait until the engine gets thoroughly warmed up before trying to get perfect operation. He should remember that there is a hot spot manifold which must warm up before it enables the carbureter to properly vaporize the fuel. Another possibility is that there is an air leak between the carbureter and the manifold or between the manifold and the cylinder block and that this leakage varies somewhat from day to day and necessitates the different adjustments that he is giving it.

This Engine Needs a Self Stopper

Q.—We have a 1924 Reo brougham in which the engine continues to run in an irregular fashion after the ignition switch is turned off. We took off the cylinder head and cleaned out the carbon and while this improved the running of the engine we still have trouble due to firing after the switch is turned off. Timing was checked and fan belt tightened and carbureter adjusted, but the trouble still persists. My opinion is that this motor has too much compression and I would like to know how many pounds the compression should be, also the address of concerns making reliable compression gages.—Albert L. Lower, 504 W. South Street, Dwight, Ill.

The compression in this engine should be 57 pounds as checked with a gage when the engine is being turned by the starting motor. You mention checking the timing and the fan belt, but do not say whether the engine overheats and whether there is a tendency for the water to boil. This would cause the condition you describe. Another possibility that occurs to us is that the valve tappets are too closely adjusted and that there is a tendency for the valves to hold open, which might cause abnormal heating of the head of the valve. It is also found that a projecting bit of metal will become incandescent and make the cylinder fire after the ignition is cut off.

This would occur in only one cylinder, however, the one having the projecting bit of metal. Perhaps in operating the car the throttle is left open when the ignition is cut off. There is no reason to race the engine or run it at high speed when the ignition is turned to the off position. If the throttle is closed there is not much chance of the engine running more than a revolution or two even if quite hot. In extreme cases an extra cylinder head gasket may be installed, but this should not be necessary. The compression of 57 pounds is not what would be considered high compression.

Information on compression gages will be given by separate letter.

HE USED HIS PUMP AND HIS HEAD

On the way back from California with the Buick, a 3 day trip, I skidded on a railroad crossing north of Mojave on the desert and caved in half the spokes of one front wheel. It looked blue, 10 P. M. windy, cold, town 20 miles away and no travelers. I used the foot pump for a splint and roped the good and bad spokes together to that and drove on in. Next day I bought a front wheel from a country boy that was going to scrap a Buick same as mine, for $7. That's all of that. —A Reader.

Clearing Up Electrical Trouble

EDITED BY A. H. PACKER

The READERS CLEARING HOUSE

Has Trouble Getting Suitable Charging Rate

Q—A Remy generator is giving us trouble for if it is set to charge 10 or 11 amperes when it is hot it will charge 20 or more amperes when it is cold and blows out light fuse and dash light. If set to charge less, then when the thermostat opens it will not charge at all. If I set it to charge 9 or 10 amperes when cold it will not charge at all when the generator gets warm. I think the trouble is in the thermostat.—M. D. Leasure, 418 Laurel Boulevard, New Castle, Pa.

The operation of the generator is about normal when it charges 10 or 11 amperes hot and 20 amperes cold. The opening of the thermostat cuts the current down about 9 amperes, so if you have it regulated for 10 or 11 amperes cold it shows why you get practically no current when the thermostat points open. We believe the trouble is not with the generator, but is due to the use of small wire or is due to poor connections in the wiring between generator and battery. The only accurate way of finding trouble of this sort is with a voltmeter and with the engine running and charging 18 or 20 amperes.

Under these circumstances you can take voltage from the frame of the car to the live battery terminal and then from the frame of the car to the live generator terminal. Suppose the battery voltage is 7.5 and the generator voltage is 9. This would show a difference of 1.5 volts due to high resistance in the wiring. The difference in voltage should not be more than .5 volts with switches, ammeters and connections all in good condition.

If such a condition exists you can find it by testing at other points in the wiring and see where the greatest difference in voltage is obtained. If for example, one side of the ammeter shows 8 volts when tested to ground and the other side shows 9 it would indicate a loss of 1 volt in the ammeter which would cause the lamps to burn out frequently. If the trouble were in the thermostat it would either not open up or when it did open up it would cut the current out entirely, instead of cutting it down from 20 to approximately 10 amperes.

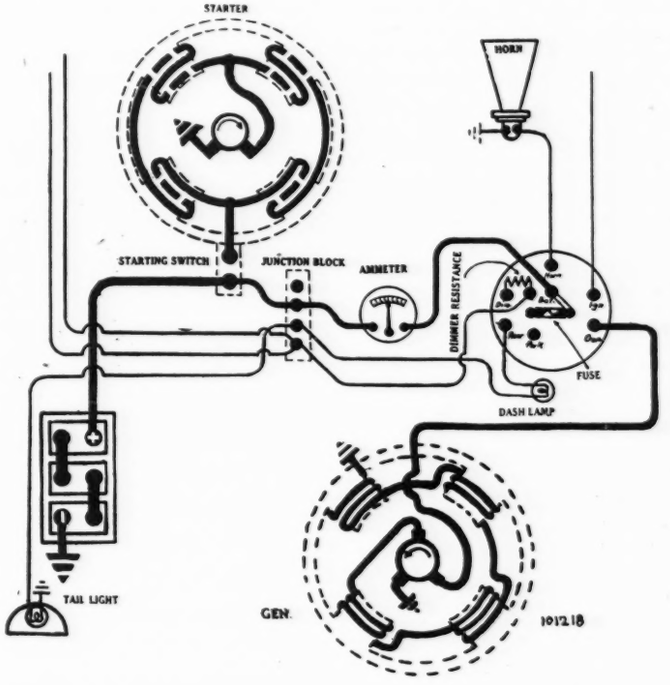
PEPPING UP THE MAGNETS

Q—What is the proper way to recharge magneto magnets? Can one recharge magnets as strong as the factory does with the rechargers on the market? Would a home-made recharger having two or three times as much wire as those on the market recharge magnets much stronger? Could you give the proper size wire for a 6 volt recharger?—Karl W. Bayer, City Garage, Buffalo, Okla.

In the February 19, 1925, issue of MOTOR AGE we published a drawing showing how you can build your own magnetizer, although in most cases we believe it would be preferable to buy one on account of the time required to make up special parts. This magnetizer or any of the commercial magnetizers on the market will give satisfaction if properly used. It is essential to use a keeper and keep it on the magnet from the time it is removed from the magnetizer until it is in place on the magneto. When on the magneto the armature or the inductors serve to take the place of the keeper. The keeper should be of ample size, approximately ⅜ by 1¼ in. in sections and should be put on the magnet while it is still on the magnetizer and should not be taken off until the magnets are in place.

Conventional Type of Magnetizer

The conventional type of magnetizer is used connected to a battery, and the magnet is put on by suspending it over the magnetizer to see which way it is attracted. It should be allowed to go on the way it wants to. Care should be taken to have all of the north poles on the same side of the magneto. Other magnetizers are on the market where the legs of the magnets extend into coils and a special keeper or dummy magnet is used to complete the magnetic circuit. Such magnetizers are theoretically more efficient, for the same ampere turns. When in service the magnets apparently lose some of the magnetism although retaining sufficient under either process if the work is properly done.



Wiring diagram for 1924 and 1925 Essex

NO CUTOUT ON THE ESSEX

Q. Please send me a wiring diagram of the American Bosch system used on the new Essex. Also advise how to regulate the generator output. I did not notice a cutout. Where is this located or do they use the switch in place of it as on some of the Delco systems?—S. W. Moebius, Frisco, Utah.

A wiring diagram is shown, this being correct for the 1924 and 1925 6-cylinder Essex. The charging current is regulated by shifting the third brush. There is no cutout, as the ignition switch connects the battery to the generator when turned to the "On" position.

USE OF A SET SPARK MAGNETO

Q—Do you think that a set spark magneto would work successfully on a Ford car without causing the car to kick or overheat while the car is running?

We do not believe this is advisable. On a magneto of this type it is necessary to set it somewhat advanced and then you take a chance when cranking. If you try such a magneto you will have to experiment with it and use a compromise setting which is fairly efficient and yet enables you to crank the engine without being kicked. As stated, however, we do not recommend it.

Motor Age's Flat Rate Forum

EDITED BY B. M. IKERT

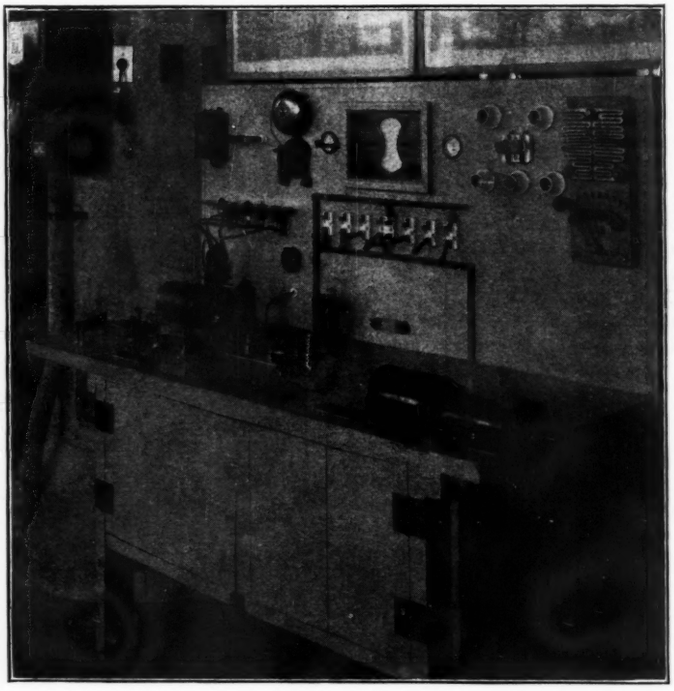
Standard Parts Racks

ANYTHING that helps to quickly complete a repair operation in the dealer's shop and especially under the flat rate system brings a profit and in that connection it is interesting to read what the Franklin Automobile Company says about parts handling in its handbook on standardized service.

"The next cause of fluctuating time was found in the method of handling parts removed from the car. We found these laid most anywhere the mechanic happened to be standing at the time he disassembled the unit. It is almost universal to find parts strewn inside the car, on the running boards, in the oil pans, on the floor underneath, on the mechanic's bench, under the bench, in the mechanic's tool kit and perhaps on top of the car. There is probably not much time lost because of distributing parts promiscuously "all over the lot" when disassembling but there is a tremendous amount of time lost in collecting these parts and putting them back together again. Many new parts are replaced, and paid for by the car owner, because the mechanic is unable to find what he is looking for in the disordered, spread out collection."

To eliminate this most inexcusable waste of time the Franklin company designed a standard parts rack to hold in readily accessible order all the parts of a disassembled engine and can be used as conveniently for the parts of any other major assembly. The plan to be followed here, as with the mechanic's tools is A PLACE FOR EVERYTHING AND EVERYTHING IN ITS PLACE.

Ordinarily the rack is mounted on swivel castors so it can readily be moved from place to place. Also when a job is held up, the complete rack can be stored in a place of safe keeping where loss of parts is less likely to occur.



Many of the small and frequently performed service and maintenance operations are of an electrical nature and for this kind of work certain apparatus is highly essential because a short circuited armature is not apparent on the surface as a broken spring or leaking radiator. Here is an example of a neat electric test bench to quickly shoot electrical troubles.

The New Cars

We recently had an opportunity to look over some of the new models coming out for the 1926 season and after carefully checking the mechanical units and bodies of these cars we are not hesitant in saying that service men and mechanics are going to have some excellent cars on which to work. Accessibility is better than ever before, frames have been made heavier in many instances which means the elimination of some of the irksome little service jobs that are hard to remedy owing to an inherent fault in design. Better brake mechanisms, spring supporting systems, chassis oiling devices, oil filters and host of other things have contributed to making the 1926 models highly desirable from a service standpoint.

Let a Little Sunshine In

One of the motor car factories we recently visited impressed us very much with the cheerfulness and bright atmosphere of its interior. Asked what made it so, our escort said, "We just gave the walls and ceilings a coat of white paint."

But that was not the interesting part of the thing. He added, "You would be surprised to see the difference it made in the men and the work they are doing. All of them take more interest in their work, the light is better and everyone is up on his toes doing his best work."

What this factory experienced applies to any establishment. Many dealers have told us of similar experiences with their service stations and shops. Men always work better in good surroundings. The work is done faster and time schedules for flat rate operations are adhered to easily.

MOTOR AGE'S FLAT RATE FORUM

No. 47

FLAT RATES FOR STUDEBAKER CHASSIS OPERATIONS INCLUDING SPRINGS

Manufacturer's Official Designation		Charge
F-1	Install spring bolts and bushings in front spring	$12.26
F-2	Install spring bolts and bushings in rear springs	15.66
F-3	Tighten all spring shackles	2.37
F-4	Tighten rebound clips on front springs	.75
F-5	Tighten rebound clips on rear spring	.75
F-6	Re-rivet spring hanger (front of rear spring)	12.04
F-7	Re-rivet spring hanger (rear of front spring)	6.08
F-8	Install front spring bolt	1.91
F-9	Install front spring center bolt	3.10
F-10	Install rear spring front bolt	2.01
F-11	Install rear spring rear bolt	1.96
F-12	Install front spring	10.02
F-13	Install rear spring	16.53
F-14	Oil springs	.75
F-15	Graphite springs	9.25

EDITORIAL

Rubber Will Stretch

MR. HOOVER, Secretary of Commerce, believes that by adding 25 per cent to the average mileage we are accumstomed to get from our tires we will be able to deliver a knockout blow to the artificial inflation of the price of crude rubber which has been brought about by the British restriction policy. He believes that this additional mileage can be got if tires are treated with care and given prompt attention when in need of repair. We agree with Mr. Hoover and as long ago as Nov. 26 we set forth in these columns a policy for the conservation of tires with the object in view of getting around a situation that threatened a serious injustice to American motor car users.

The conservation of tires is largely a job for the dealer and it is also a merchandising opportunity for him and for those manufacturers who supply materials used to that end.

The car owner must be sold on the idea of taking care of his tires, and then he must be sold the necessary service and equipment with which to protect and prolong the life of the shoes of his car.

The dealer who is interested in promoting the good of his industry and building his own business on a permanent basis will see the advantage of doing this rather than striving to sell all the tires possible on a rising and prohibitive market, for by so doing he will be helping to keep down the cost of motor transportation and will be encouraging the further growth of his own business.

Definition: ***Maintenance***—*a commodity of the automotive shop which must be "sold."*

Sound Advice in Denver

DEALERS who attended Denver's first Automobile Sales Congress were cautioned to take considerable care in the work of sorting over prospects. The idea conveyed was that slip-shod methods in this particular phase of proceedings are clumsy and extravagant.

The point cannot be too strongly emphasized. Little as they realize it many automotive merchants are constantly surrendering the possibilities of greatly increased earnings just because of carelessness and part-measures in selecting names for the salesman's calling list.

Any sort of a list of names is not a practical prospect list. Culling and close scrutiny is imperative in order to separate the wheat from the chaff, to bring the cream to the top. To operate on any other plan leads only to a waste in the salesman's shoe leather and a reduction in volume of possible business. The good hunter always picks out his duck. He could not bag the limit by following a practice of firing into the flock. Selection also obtains in the successful hunt for automobile buyers.

Increased automobile buying brings its revolutions. The two-family car slowly yields ground to the two-car family.

Millions in Automobiles

ON January 1 an automobile distributor and dealer at Boston retired with a million dollars. Years ago he resolved that when he reached the goal of a million he would cease the struggle for greater wealth and devote the remainder of his life to leisure and doing good in the world. Having fixed this high resolve in his mind he looked about for the road to wealth. We doubt whether he let his friends and associates know of his ambition else when he entered the automobile business he would have been greeted with such derision as to have driven an ordinary man speedily into other paths. We can hear them saying, "There's no money in the automobile business," "The automobile dealer is a sucker," "The factories get all the money in the automobile business," "It's all hard work, a lot of grief and no profit."

These and similar scornful expressions no doubt would have been hurled at this young man bent upon making a million by his friends and particularly by his associates in business if he had let them know of his ambition. But he worked hard, minded his own business, learned and practiced sound business methods, and accomplished his worthy purpose.

We doubt if it would have been different if he had chosen some other business. The man was fired with determination to make a business success, and he had the energy and courage and zeal to learn and apply the principles which lead to success in any worthy business. He found in the automobile business as good an opportunity as he asked for—the opportunity that one makes for oneself—and he proved as many others have done that wealth may be acquired from providing the public with the automotive transportation that it demands.

Flat rates help make fat pocketbooks.

The Ideal Christmas Gift

FROM many cities come reports of more automobiles having been given as Christmas gifts this year than ever before. This result, no doubt, came partly from the organized efforts of the trade to direct the attention of the public toward automobiles at the holiday time, but even-more from the widespread acceptance by the people of the motor car as an essential family possession. And the number of families possessing more than one car registers a considerable increase with the passing of this Christmas. Automobile dealers and salesmen make mighty good Santa Clauses.

Cars Expected to Cost More in 1926

Upward Price Trend Seen Despite Reduction by D. B.

Increased Cost of Tires May Offset Saving Through Decreased War Taxes

NEW YORK, Jan. 3.—Although announcement by Dodge Brothers, Inc., of price reductions early in January, retroactive to Dec. 15, is regarded in some quarters as discouraging price advances which were in contemplation by several manufacturers, the increased price of original tire equipment effective Jan. 1 may change this situation. It is said that some companies had already notified dealers of their intention to advance prices and until the original tire equipment advance became known it was assumed that the Dodge Brothers reductions would cause postponement of at least some of the plans to raise car prices.

The increased cost of tires to the manufacturer is now expected to make necessary an advance in car prices which will more than cover the reduction promised by the manufacturers in return for the 3 per cent decrease in the passenger car taxes under the bill now being considered by Congress.

"Some executives believe," says the Wall Street Journal, "that under present competitive conditions, any gain in business by Dodge Brothers as a result of lower prices will be at the expense of other large manufacturers, particularly as four-cylinder production, which the movement will affect, is colsely concentrated in the hands of a few leading producers, all of whom are in a strong position to meet price competition if their business is adversely affected.

"The lower price policy is interpreted in the trade as a drive by the new Dodge Brothers interests to obtain a greater proportion of the business in its field. For the last few years Dodge Brothers' production has averaged around 6 per cent of the total motor vehicle production of the country. The company followed a conservative policy of development under the former control, content with a comparatively higher per unit profit. With lower prices it will undoubtedly broaden its market and, although operating at a lower profit per car, may increase its earnings."

PLACES BIG FLINT ORDER

CHICAGO, Jan. 3.—J. H. Rosenberg, Chicago distributor for the Flint Motor Company, has placed an order for 817 Flint sixes, worth approximately $1,000,000. The cars are scheduled for early spring delivery and will be sent here from Flint during January, February and March.

HENDERSON MANAGERS MEET

COLUMBUS, O., Jan. 3.—A conference of branch managers and salesmen of the Henderson Tire & Rubber Co., was held at the central offices here when the dealer's policy for the coming year was outlined. The conference was in charge of H. H. Henderson, president of the company and H. W. Dillon, director of sales. According to Mr. Dillon, prospects for sales in 1926 are unusually bright and all branch managers are imbued with the same idea.

AULD EXPANDS PLANT

COLUMBUS, O., Jan. 3.—The D. L. Auld Co., manufacturer of interior hardware for closed automobiles, has completed extensive additions to its plant and is now in a position to take care of the rapidly increasing business. Two additions, each one story high and of saw tooth construction have been completed. The purchase of six additional 600-ton and 800-ton presses has been made and these machines are being installed. The capacity of the automobile department has been increased fully 50 per cent.

CHANDLER PRICES UP

CLEVELAND, Jan. 3.—The Chandler Motor Car Co. today announced increases of $50 to $100 in the resale prices of Chandler automobiles, effective Jan. 1. The old and new prices are as follows:

Model	New Price	Old Price
20th Cent. Sedan	$1,590	$1,490
Metropolitan Sedan	1,895	1,795
7-Pass. Sedan	1,995	1,895
Sport Touring	1,545	1,495
7-Pass. Touring	1,645	1,595
Brougham	1,695*	1,695
Comrade Roadster	1,695*	1,695

*Unchanged.

Snow Removal Will Be One Of Subjects of Road Builders

NEW YORK, Jan. 3.—American Canadian and South American highway officials, engineers, contractors and material men who will attend the American Road Builders' Association in Chicago Jan. 11-15 will devote a half-day's session to study the increasingly important subject of snow removal and keeping highways open for automobile traffic during severe winter weather.

Other subjects, according to the association office here, will include highway finance, location, construction and repair, development in paving types, street planning, highway safety, traffic regulation, future development of the motor vehicle, highway transportation, surface treatment of roads, highway bids and estimates, cost records and data, highway materials and methods of construction, equipment standarization, winter letting of contracts, specifications and the relations between officials, engineers and contractors.

New York Business Better Than Expected in December

Christmas Volume Provides Big Impetus in Sale of Cars and Accessories

NEW YORK, Jan. 3.—Automotive business in the Metropolitan territory through December generally exceeded expectations and a good winter in nearly all lines is expected.

Although definite figures will not be available for some days, an increase in car sales over November of this year and December of last year is anticipated. In the car as well as the parts and accessory branches, Christmas giving provided a distinct sales impetus, especially in the increasingly numerous instances of concerns which made a definite campaign to enlarge this business. One authority in close touch with car dealers says that there is nothing like serious overstocking of cars at the turn of the year, and that the demand was never larger or supply less in comparison with demand. He describes the car dealer situation as sound and the outlook for a good winter as rosy, and he estimates cars on hand now as about one-tenth of those on hand at the turn of the year in 1919.

One of the largest parts and accessory wholesalers in this section estimates December business as at least 15 per cent above the same month last year, this applying especially to equipment, parts and shop supplies, with business holding firm through the winter months. The expectation of good winter business is encouraged especially by the increased use of closed cars and definite campaigns to educate owners to the advantages of continuous use of their cars through the year.

Another big jobber reports business about the same as last December but larger than this November, with the year as a whole far in advance of 1924 and prospects for the winter very bright.

The used car market is firmer than usual at this time of the year, this condition being caused largely by special sales distinguished by low down payments.

STOCKHOLDERS TO MEET

FLINT MICH., Jan. 3.—A special meeting of the stockholders of the Flint Motor Company has been called for Jan. 18 for the purpose of amending the articles of association of the corporation to give the directors the authority to mortgage the property of the company. The money obtained will be used, it is stated, to furnish additional capital for expanding the company's business and to apply against advances made the company by Durant Motors, Inc.

Gray Line Will Consist of Four-Door Sedan in 1926

Price of Car Will Be Announced at New York Show — Frame Lower to Ground

DETROIT, Jan. 4.—A single body style—a de luxe four door sedan—designed as a small companion car to those owners who have a larger car, will make up the line of the Gray Manufacturing Co. for 1926. Price will not be announced until the New York automobile show but it is understood it will be considerable higher than those on the previous line.

As compared with the earlier edition, the chassis changes are of an extensive character embodying a longer wheelbase, semi-elliptic springs with those on the front axle shackled at the forward end, mechanical four wheel brakes and an oil rectifier of special design. The body and radiator retains the previous characteristic lines although the roof of the sedan is much lower and the frame 3 in. closer to the road. Exterior finish in lacquer is of torpedo-boat gray with a black upper structure above the black bead.

Increasing the wheelbase length by one inch to 105 in. has enabled more room in the interior of the body. The frame is provided with a stout tubular member front and rear which has virtually eliminated weaving of any condition while there is a 3 in. "kick-up" over the rear axle. Semi-elliptic springs all round have taken the place of the former quarter elliptic type. Instead of the conventional method the front springs are anchored to the frame at their rear ends with the forward end connected with the spring hanger by the shackles and bolts. This design tends to eliminate front wheel shimmy with balloon tires. Dimensions of front spring are 36 by 2 in.

Steering gear is now of the fore and aft design permitting the strains of the steering gear to be transmitted lengthwise on the frame side rail. By increasing the gear ratio to 7 to 1 and providing a 7 deg. slant to the king bolts, the effort required to turn the wheels has been considerably decreased. The diameter of the steering wheel has been increased to 17 in. while the spark and throttle control levers have been removed from the wheel. The former lever is now mounted on the instrument board with the spark control incorporated into a rigid support mounting where the steering column joins the instrument panel. Horn button is in the center of the wheel.

To meet the requirements of front wheel braking torque and the fore and aft type steering, the front axle has been changed with the "I" section made heavier. The front wheel spindle design is now of the reverse "Elliott" type.

The front wheel brakes are internally mounted on 10 in. diameter pressed steel drums with the equalizing control directly connected with the brake pedal also linked up with the rear wheel brakes. The layout is so arranged that the rear brakes absorb 60 per cent of the inertia force with the front wheel brakes taking 40 per cent of the force. Changes have been made on the rear axle so that the rear brakes have 12 in. diameter drums with 1½ in. wide contracting bands. This, together with the front brakes, gives a 117 per cent increase in braking area over the 1925 models.

Rubber blocks are now employed to support the engine to reduce vibration reaching the frame and body. The crankshaft has been made considerably heavier with greater attention paid to the balancing of the rotating and reciprocating parts. A new type of oil rectifier is mounted in the intake manifold and controlled automatically by the air suction.

CHEVROLET REDUCES PRICES

DETROIT, Jan. 3.—Reduced Chevrolet prices were announced by the company here today with the new prices, old prices, and reductions as follows:

	New Price	Old Price	Reduction
Coupe	$645	$675	$30
Coach	645	695	50
Sedan	735	775	40
Touring	510	525	15
Roadster	510	525	15
Half-ton Truck	395	425	30

CLAIM EARLIEST CAR

SPRINGFIELD, Mass., Jan. 3.—A new link in the chain of evidence authenticating the claim of Charles E. Duryea of Philadelphia as the inventor of the first gasoline-propelled automobile successfully operated in America has been discovered by the Springfield Chamber of Commerce in an article appearing in a Springfield newspaper of Sept. 16, 1893. The article describes in detail Mr. Duryea's car and gives the estimated cost of manufacture on a commercial scale as $400. Smithsonian Institution of Washington has asked for photostatic copies of Springfield newspaper articles relative to Mr. Duryea's invention, and these will be furnished for exhibition along with the early products of Mr. Duryea now to be seen there. These articles tell of the operation of a car by Mr. Duryea as early as Feb. 10, 1893, while the date of operation of a car by Elwood Haynes of Kokomo, Ind., is said to have been July 4, 1894.

DEALER HAS SALES SCHOOL

EVANSVILLE, Ind., Jan. 3.—The Bennighof-Nolan Company, Willys-Knight and Overland distributor and dealer, will open a free course in automobile salesmanship early in February, E. E. Nolan, retail department manager, announced. The course which will consist of six weeks' instruction in automobile construction and merchandising. Students who complete the course are offered opportunity to join the company's retail sales staff. A similar course was offered by the company last year with such good results that it has been decided to repeat this year.

Roberts Will Be Principal Speaker at Truck Session

Manufacturers and Others Interested Also Invited to Attend World Transport Congress

NEW YORK, Jan. 3.—George E. Roberts, vice-president of the National City Bank, will be the leading speaker at the motor truck convention to be held at N. A. C. C. headquarters at 2 p. m., January 11, under the auspices of the National Motor Truck Committee. He will discuss business conditions as affecting the truck industry.

The convention is open to non-members as well as members of the National Automobile Chamber of Commerce and an attendance of about 100 is expected.

Truck and bus manufacturers and others interested in these branches of the industry are also invited to attend the World Motor Transport Congress session at 10 a. m. at the Hotel Roosevelt, and the congress luncheon at the same hotel at 12:30, at which Robert C. Graham, vice-president of Dodge Brothers, Inc., will speak.

At the afternoon session of the bus convention, the Ainey-Cummins bill for regulation of truck and bus operation in interstate commerce will be discussed by George P. McCallum, chairman of the National Bus Legislative Committee and president of the Michigan Highway Transportation Association, and by Theodore D. Pratt, chairman of the Truck Users' National Conference and general manager of the Motor Truck Association of America, Inc.

Mr. McCallum will tell why bus operators favor the bill and Mr. Pratt will explain why truck operators oppose it. Their speeches will be followed by an open forum. The presiding officer will be Windsor T. White, chairman of the Motor Truck Committee, of which Edward F. Loomis is secretary.

SPECIAL FORD EQUIPMENT

DETROIT, Jan. 4.—Wire wheels, windshield wings, gypsy curtains, top boot double bar bumpers, and automatic windshield wiper are being added to the items of special equipment manufactured by the Ford Motor Company. The first public display of this equipment will be during National Show Week, Jan. 9-16. These specialties are not "extras" but have been so designed by Ford engineers as to become actually part of the car. Stamped with the trade mark of the company in its familiar script, the equipment has the identity of genuine Ford parts and is held to the same standardas the car itself. Those to whom economy is the principal consideration will in future, as in the past, be able to purchase Ford cars in which the standard equipment will include only those features essential to satisfactory operation. On the other hand, to those who are interested in the completely appointed car will be available specialties produced according to the same standards which are incorporated in the car.

Hudson Gross Profits for Year Almost Double 1924

Total Is $32,004,260 While Net Income Is $21,378,504 or $16.14 Per Capital Share

DETROIT, Jan. 3.—Gross profits of the Hudson Motor Car Company for the fiscal year ending Nov. 30, amounted to $32,004,260.83, nearly 100 per cent greater than the similar total of $16,247,873 in 1924. To the gross profits this year was added $800,374.03 in interest earned and other income increasing total income to $32,804,634 as against $16,644,067 last year.

The net income for the period transferred to surplus account amounted to $21,378,504.27, equivalent to $16.14 per share on the 1,330,150 shares of capital stock. Last year the net income was equal to approximately $6.12 per share on the capital stock. Deductions including the cost of selling, advertising, shipping, administrative service and general expenses and other charges aggregated $6,251,495.29 as compared to $5,719,217 in 1924. Total deduction for payment of taxes, depreciation, etc., was $11,426,130.59 as against $8,570,609 last year.

The balance sheet shows total of $58,007,581.80 which is an increase from $33,504,118 at the end of the previous year. Current assets aggregated $39,839,253.65 including $23,714,815.41 in cash, U. S. Treasury, Liberty Bonds, $11,054,911.68 in inventory valued at cost or market price, whichever was lowest, $4,041,941.63 in sight drafts against bills of lading attached and $1,027,584.93 in accounts receivable.

Current liabilities were $11,722,552.92, the ratio of current assets to current liabilities being more than three to one.

YELLOW OUTPUT UP

EAST MOLINE, Ill., Jan. 4.—Production schedules beyond the program previously announced for the Yellow Sleeve Valve Engine Works, which expected to produce 850 motors a month by April, 1926, are anticipated in view of the $3,000,000 order for 333 gas-electric motor coaches placed by the Public Service Railway Co. of Newark, N. J., with the Yellow Truck and Coach Manufacturing Company. Manager Louis Ruthenberg is waiting formal order on the job on which delivery is expected to begin in February at the rate of 100 units a month. Equipment valued at $250,000 has been ordered for the plant, which is finishing a year with double the output of 1924 and exactly eight times the December output of the two years.

STUDEBAKER GIVES INSURANCE

SOUTH BEND, Ind., Jan. 3.—As a Christmas offering to its employees, President A. R. Erskine of the Studebaker Corporation of America and subsidiary companies, has announced that the corporation has closed a contract for co-operative group insurance, involving one of the largest single premiums in insurance history. The policy covers not only death, but accident and sickness insurance. The total amount of insurance under the plan, the company announces, will aggregate $40,000,000, the accident insurance $40,000,000, and the weekly benefit insurance $6,000,000. The Travelers Insurance Co. of Hartford is the insurance company concerned.

AGA CLOSED ENTIRELY

NEW YORK, Jan. 3.—The plants of the Aga Automobile Works in Germany have been completely closed down, according to a cable to the New York Times. It was said that the company's assets were $400,000 and its liabilities $4,000,000.

NEW RICKENBACKER PRICES

DETROIT, Jan. 4.—In addition to the price revisions on both the six and the eight cylinder model given in MOTOR AGE, December 24, the Rickenbacker Motor Co. announces the following prices:

Six

7-Passenger phaeton	$1,795
4-passenger roadster	1,795
7-passenger sedan	2,195

Eight

7-passenger phaeton	$2,195
7-passenger sedan	2,595

NEW PAIGE DEALERS

DETROIT, Jan. 3.—The Paige-Detroit Motor Car Company has appointed new dealers as follows:

Norton Hempstead Corp., Edgemere, L. I.; Auto Sales Company, Downington, Pa.; Kelshaw and Miller, Vincennes, Ind.; C. W. Means, Shelbyville, Ind.; Hoosier Motor Company, Terre Haute, Ind.; Clifton Service Garage, Passaic, N. J.; Paine-Mercier Motor Company, Pueblo, Colo.; Cavanaugh Auto Sales, Passaic, N. J.; C. & S. Auto Sales, Saginaw, Mich.; George Moses, West Chester, Pa.; J. M. Wayman, Worcester, N. Y.; W. C. Gunn, Palatka, Fla.; Chapman & McIntosh Motor Co., Bristow, Okla.; E. F. Lackman, Long Hill, Conn.; Troy-Paige-Jewett Co., Troy, N. Y.; and Schenectady Paige-Jewett Co., Schenectady, N. Y.

Dodge Brothers Appoints New Division Managers

DETROIT, Jan. 3.—Appointments to fill four newly created divisional sales managerships covering the entire United States were announced by Robert C. Graham, vice president and general sales manager of Dodge Brothers, Inc. The appointments are:

S. A. Stephens, manager of sales, eastern division; W. R. Heilman, manager of sales, southern division; Wm. M. Purves, manager of sales, central division; H. W. Sherer, manager of sales, western division.

Headquarters officers for each of the divisions will be announced later. The appointments are the first step in a more energetic sales campaign which will be carried on by Dodge Brothers for the coming year. Each of the four divisional sales managers will have as his territory several of the existing districts which are under the supervision of district sales managers.

December Sales Keep Pace With November in Chicago

Volume Is Estimated at 50 Per Cent Ahead of Same Month Last Year —Carryover Is Small

CHICAGO, Jan. 3.—Automobile distributors in the Chicago territory report December sales as good as or better than November. Reports range from even with, to 10 per cent better than last month, and about 50 per cent ahead of December of last year.

Used cars are causing some trouble, but largely because the dealers have taken them in at too high a figure in the rush to sell new cars. The used car problem, however, is far from being so acute as in the summer months. It is estimated that there are not more than one-half the number of used cars on dealers' floors at this time as there were in July or August.

The credit for the unusual December business is given partly to the continuation of the prosperity that has followed the industry throughout 1925 and partly to the successful campaigns to sell cars for Christmas.

Parts and accessories are showing decided gains over the same month last year and about even with November this year. Tires are in demand as the feeling is that a raise in prices is imminent.

General business conditions are excellent and economic authorities see at least the first three months in 1926 as even better than the last quarter of this year. Collections are good. The carryover into the new year of new stocks will be very low.

PACKARD EARNINGS UP

DETROIT, Jan. 3.—The Packard Motor Car Co., in the first quarter of the present fiscal year, ended Nov. 30, earned $4,789,509, after depreciation and taxes, which is two and a half times the net earnings for the corresponding quarter last year, and nearly meets annual dividend requirements of $2 a share. On Nov. 30, the company had $12,959,782 in cash and Government securities, and $2,381,304 in other marketable securities. The report also shows $4,818,936 in notes and bills receivable, and in inventory of $8,345,568, making total current assets $28,505,591, as against total liabilities of $4,970,379. This is a ratio of more than five and one half to one.

STONE BUYS CHAIN CO.

COLUMBUS, O., Jan. 3.—Julius F. Stone, a prominent Columbus capitalist who was formerly connected with the Seagraves Manufacturing Co., makers of motor driven fire apparatus, has purchased the entire capital stock of the Columbus-McKinnon Chain Co., one of the largest manufacturers of automobile chains in the country. The deal was closed during the last days of 1925 and the new management took charge Jan. 2.

Latest Accessories Will Be Exhibited

MERCHANDISERS OF PARTS AND USERS OF SERVICE WILL BE ABLE TO INSPECT NEWEST APPLIANCES AT BOTH SHOWS

Wholesalers and retailers of parts and accessories and users of service equipment will have an unusual opportunity to inspect the latest products of the industry and to talk with exectuives in manufacturing companies on Monday and Tuesday of the New York and Chicago shows. These days will be trade days, with free admission up to 1 o'clock for men in all branches of the industry. In recognition of the arrangement, members of the Motor and Accessory Manufacturers Association, who will occupy much of the parts and accessory space, will have sales and technical men in attendance to confer with trade visitors.

Many of the parts and accessory makers will have their entire personnel executives in their booths on the trade days. They will be prepared to answer questions of jobbers, dealers and service men regarding their products and to talk about selling terms. They hope that large numbers of men in the trade will take advantage of this opportunity to establish direct contacts with the men who are in the manufacturing companies.

The parts, accessory and service equipment sections at the shows will contain a wide variety of products made by some of the largest and longest established companies in the industry and also by some newcomers who are pioneering new devices for equipment or repair of cars and trucks.

Neal G. Adair, manager of the show department of the M. & A. M. A., states that the exhibits this year will be the most varied in the history of the shows, including many new developments in carburetion, lubrication and other features of motor vehicle construction as well as many new appliances for the service station.

As the shows are open on Saturday afternoon, January 9 in New York and January 30 in Chicago, the exhibits will be fully equipped and ready for business when the trade sessions open at 10 o'clock Monday morning.

The companies exhibiting new and improved products include the following:

Pines-Winterfront Co., Chicago.—Automobile heaters anl locks. Several gold-plated Winterfronts.

Pyrene Manufacturing Co., Newark, N. J.—Pyrene truck chains and Chromine radiator freeze-proof solution.

Edward G. Budd Manufacturing Co.—New all-steel body construction principles will be shown graphically.

General Electric Co., Schenectady, N. Y.—Tungar rectifiers and textolite gears.

Kales Stamping Co., Detroit.—Double "Hindview" mirrors and tie rods for 1926 Fords.

American Auto Lamp Co., New York.—A new lamp, combining stop signal, backing lamp and tail light, known as Yankee Super Four, retailing at $5.50, also Yankee Mirroscope.

Automobile Equipment Mfg. Corp., Chicago.—A new Double Balloon Bumper has been added.

Craveroiler Co. of America, Philadelphia.—A new product known as Craveroiler and Craveroil.

The Eberhard Mfg. Co., Cleveland.—A new line of coach auxiliary seat irons and also new bus door controls.

J. H. Fan Company, New York.—Fansco Brake Bands and Fansco-Hartland Timer Rollers for Fords.

The Fulton Co.,Milwaukee.—Improved Fulton Accelerator.

The Imperial Brass Mfg. Co., Chicago.—Imperial Wheel Marker (a device to attach to steering wheel so that driver will know position of front wheels at all times), also heavy duty dash control for regulating heaters, shutters, etc.

The Motometer Co., Long Islang City, N. Y.—Improved De Luxe and Standard Models of Motometers, now being furnished with retaining rings engraved in a laurel leaf design with gold dial hand lettered.

New Era Spring and Specialty Co., Grand Rapids, Mich.—Fender Guards and Bumpers for light and heavy cars.

The Sherwin-Williams Co., Cleveland, O. Opex, the perfected automobile lacquer finish, with samples of its application on disc wheels, closed body doors, etc., in various color combinations and tones.

The Stover Signal Engineering Co., Racine, Wis.—A new combination tail lamp, stop signal and back up lamp, also a new Ford horn extension.

Yellow Jack-It Mfg. Co., Chicago.—A new jack for bus and truck trade as well as an improved model for passenger cars.

Storm King Electric Corp., Glendale, L. I.—Improved models Storm King windshield cleaner for general motor car use; Storm King cleaner for bus work.

Lovejoy Manufacturing Co., Boston.—Heavy duty bus shock obsorber previously shown only at American Electric Railway Association Show.

Dunning Compressor Co., Holmesburg, Pa.—Important changes in its line of pumps.

Tonneau Shield Company, New York.—New Auster type shield, listing at $165.

Duckworth Chain & Mfg. Co., Springfield, Mass.—A complete line of Duckworth shock absorbing silent timing chains, and there will be in attendance at the booth at all times men who will be glad to give the trade any possible help on their timing chain problems.

New York Show Week Events

NEW YORK, Jan. 6.—A list of meetings, dinners, luncheons and banquets to be held by various bodies of, or connected with the automotive industry, to be held during the week of the National Automobile Show here is given below:

Saturday, January 9

Meeting, Packard Motor Car Co., Biltmore.

Monday, January 11

10 A. M.—N. A. C. C. World Motor Transport Congress, Hotel Roosevelt.

10 A. M.—N. A. C. C. Motor Truck Convention, with World Motor Transport Congress, Hotel Roosevelt.

10:30 a. m.—Meeting of Rubber Association of America, Inc., Hotel Commodore.

11 a. m.—National Automobile Dealers Association, Third Annual Convention of Atlantic Coast District, Hotel Commodore.

12:30 p. m.—Luncheon, Motor Transport Congress, Hotel Roosevelt; luncheon, United States Advertising Corp. of Toledo, Hotel Biltmore; luncheon, members of Committee of 75, Rubber Association of America, Hotel Commodore.

2 p. m.—Motor Truck Convention, N. A. C. C. headquarters.

2:30 p. m.—Visit to show by foreign delegates.

6:30 p. m.—Dinner to 1,000 guests of Rubber Association of America, Hotel Commodore; dinner, Cadillac Motor Car Co., Hotel Biltmore.

6:30 p. m.—Dinner, Metropolitan Section, Society of Automotive Engineers, Hotel Commodore; dinner, National Automobile Dealers' Association, Hotel Commodore.

Tuesday, January 12

10 a. m.—World Motor Transport Congress, Hotel Roosevelt, N. A. C. C. Directors' meeting.

....12:30 p. m.—Luncheon, Motor Transport Congress, Highway Division, Hotel Roosevelt; luncheon, Oakland Motor Car Co., Hotel Commodore, Chilton Class Journal Co., Hotel Commodore.

6:30 p. m.—Banquet, National Automobile Chamber of Commerce, Hotel Commodore.

Wednesday, January 13

10 a. m.—Meeting, Board of Directors, American Automobile Association, Hotel Roosevelt; Motor World Transport Congress, Hotel Roosevelt; N. A. C. C. Traffic Planning and Safety Committee Meeting.

11 a. m.—Conference of Franklin dealers followed at 12:30 by a luncheon given by President H. H. Franklin, Hotel Commodore ballroom.

12:30 p. m.—Luncheon by Auburn Automobile Co., Hotel Commodore; meeting and luncheon, Velie Motors Co.; Motor World Transport Congress, International Luncheon, Hotel Roosevelt.

2:30 p. m.—Motor bus inspection tour by foreign delegates.

2:30 p. m.—Oldsmobile business meeting, Town Hall.

6:30 p. m.—Dinner, Studebaker Corp., Hotel Plaza; annual dinner, Olds Motor Works, Hotel Commodore; annual dinner, Chevrolet Motor Co., Hotel Commodore.

7:30 p. m.—Dinner, Motor & Accessory Manufacturers Association, Hotel Astor.

Thursday, January 14

12:30 p. m.—Luncheon, Chrysler Sales Group, Maxwell Motor Co., Hotel Commodore; luncheon, distributors and dealers, Rickenbacker Motor Co., Hotel Commodore.

6:30 p. m.—Dinner and dance, Greater New York Tire Dealers Association, Hotel Pennsylvania; dinner, Overseas Booster Club No. 9, Hotel Empire.

6:45 p. m.—Dinner, Society of Automotive Engineers, Hotel Astor.

7 p. m.—Annual dinner and entertainment, Paige-Detroit Motor Car Co., Hotel Commodore.

10 p. m.—Boxing show. Boosters Club No. 13 of New York, 153 West 64th Street.

Louisville Dealers Draw For 1926 Show Space

Passenger Car Sales Expected to Exceed 1925 in Kentucky, Wells Believes

LOUISVILLE, Jan. 3.—Exhibit space for the 1926 Louisville Automobile Show was selected by members of the Louisville Atuomobile Dealers' Association at a meeting held in the headquarters af the organization, 610 S. Third street. Every active member was present in person or was represented by a member of his firm.

Prince Wells, who is serving his 22nd term as president of the association, presided and opened the meeting with the statement that indications point to the coming show being the best ever staged by the association. Business during last month was far ahead of the same period in 1924, he said, and sales of passenger cars during the present year are expected to surpass 1925. Increasing of automobile sales is an excellent barometer of general business and is an indication of Louisville's prosperity, said Mr. Wells.

Members reserved the greater portion of all the exhibit space on the main floor of the Armory, and the remaining space, with the exception of one or two locations, was bought the following morning by automobile dealers who have not been in business a sufficient length of time to be admitted to membership in the association. It may become necessary for members to make concessions in order to accommodate all dealers desiring to exhibit, which can only be done if the first exhibitor consents.

Some space is still available in the balcony, where exhibits of accessories, tires, oils and other products of the automotive industry will be placed, but this section is being rapidly filled.

The coming event, which will be the 18th annual show staged by the association, will be held in the Jefferson County Armory, February 15 to 20.

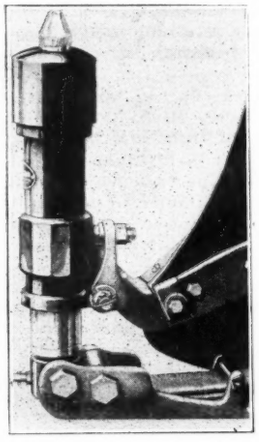
PACKARD DEALERS MEET

PORTLAND, Ore., Jan. 3.—The annual conference of the Packard Motor Car Company was held in Portland, and is declared to have been one of the most successful in the history of the company. The annual conference has been held in California prior to this year, but the gradual growth of the Pacific Northwest district resulted in a change of location this year and Portland was selected as convention city. Among the prominent factory executives present at the convention and who gave talks on the industry and optimistic declarations for the future were R. E. Chamberlain, sales manager; J. A. Gilray, director of the sales educational department; H. M. Davock, technical service manager; F. H. McKinney, advertising manager and J. Loranger, special auditor.

DUNLOP HOLDS MEETINGS

BUFFALO, N. Y., Jan. 3.—E. H. Kidder, general sales manager of the Dunlop Tire and Rubber Co., recently held a sales conference for the middle west division in Chicago at which plans for the 1926 business were unfolded. The conference was attended by L. F. Desmond, Chicago, T. W. Decker, Cleveland, R. L. Marshall, Dallas, R. W. Peterson, Kansas City, and C. E. Neumann, Minneapolis. Following the western meeting, a conference of the eastern division was held in New York which was attended by J. E. Schmidt, Atlanta, E. T. Richardson, Boston, W. A. Golden, Buffalo, A. L. Wendover, New York, and W. B. Ruston, Philadelphia. Mr. Kidder was accompanied at the conferences by J. C. Given, assistant general sales manager.

CORRECTION



In presenting a cut of the "air spring shock absorbers" known as Airbouys, in the Dec. 24 issue of MOTOR AGE the cut was shown in the wrong position. It is shown here in the correct position. Airbuoys are made by the Reliance Mfg. Co., New Haven, Conn.

Apperson Officers Resign Making R. L. Tudor Receiver

KOKOMO, Ind., Jan. 3.—Officers and directors of the Apperson Automobile Company resigned here at a meeting held for the discussion of the receivership petitioned by the Pioneer Automobile Company, which holds the real estate, plant, and the majority of the 10,000 shares of stock.

This automatically places the affairs of the Apperson concern in the hands of Robert L. Tudor, receiver for the Pioneer Company. Mr. Tudor has left for Chicago to arrange the immediate liquidation of the concern with the First Trust and Savings Bank of Chicago, trustee for $700,000 in bonds.

Directors of the Apperson Company are: Don C. McCord, president; B. C. Buxton, Earl B. Barnes, A. G. Dawson and Maurice Rothschild. Mr. McCord and eastern banking interests hold a $104,000 mortgage for money advanced for operating expenses at the reorganization in July, 1924.

Spokane Territory Expected To Show Doubled Volume

All Price Classes Will Share in Prosperity of Washington and Idaho, Is Belief

SPOKANE, Wash., Jan. 3.—Business conditions in eastern Washington and northern Idaho are such that 1926 probably will be one of the best years for the automobile industry in many years, according to careful analyses made by distributors covering this territory. During the opening months of the year the sales of cars in this territory may double, it is indicated.

James Trenary, of Trenary Sales and Service, Inc., Packard distributors, expects "the greatest year we have ever had, even greater than 1925." Twice as many Packards will be sold in this territory during 1926 as in 1925, he predicted.

Conditions are similar in other price classes, an analysis by Arnold Reading, assistant manager of Transport and Johnson Motor Companies, Velie, Oldsmobile, Willys-Knight and Overland distributors, declares. While not predicting for the entire year, he said their sales will be doubled during the first three months.

Conditions entering into the better outlook include building of a railway tunnel costing $10,000,000, timber and railway development in northern Idaho costing more than $40,000,000, and irrigation construction jobs, as well as the best farming and mining conditions in a number of years, with the attendant reaction on business in general here.

TOLEDO EMPLOYMENT GAINS

TOLEDO, Jan. 3.—Employment in Toledo automotive plants has averaged nearly 33 per cent higher than in any previous year according to records of the 51 plants which make a weekly report on payroll census. Employment has averaged more than 20,000 in these plants and at the last report was 23,000 as against 19,000 for a year ago. Bank deposits increased $34,000,000 or 28 per cent in Toledo during the year. General volume of business showed a 12 per cent increase.

PARKS HIGH SALESMAN

ST. LOUIS, Jan. 3.—Oliver L. Parks, salesman of the Gravois Motor Corporation, Chevrolet dealer at 6820 Gravois avenue, became a member of the St. Louis zone section of the Seventy-Two Car Club as a result of his performance in the October-November sales campaign inaugurated by the Chevrolet factory, the prize distribution for which totaled $2,020 to the 50 leading salesmen in the St. Louis zone. The 50 salesmen sold 657 new Chevrolets during October and November and Parks led the list with 29 cars which bring his sales for the year starting August 1, 1925 above the 50 car mark.

Christmas Drives Greatly Boost Sales

Reports from All Over United States Show Campaigns Succeeded Beyond Hopes

NEW YORK

Christmas automobile business in the Metropolitan territory is reported by car, parts and accessories distributers as much better than last year, although it is impossible to state even an approximate amount representing total Christmas sales. Individual campaigns encouraging the public to give something for the car, as well as the car itself for Christmas, resulted in a record-breaking Christmas season so far as car sales are concerned, and in an increase in parts and accessory sales over last Christmas season of as high, in some cases, as 50 per cent.

The 50 per cent increase is reported by R. E. Hughes, of Ryan & Hughes. This concern began several weeks ago to educate its dealers to the idea of increasing sales by taking full advantage of the custom of Christmas giving. As a result, Mr. Hughes reports that all his lines have been moving with a speed which is at least 50 per cent greater than last Christmas and, in some lines, even that increase has been exceeded.

So successful has been the "Give Something for the Car for Christmas" campaign that Mr. Hughes says automobile drivers generally now think only of accessories and parts as suitable gifts for other car owners. The concerns which failed to capitalize the Christmas spirit or were late in starting their campaigns, have fallen far short of sales possibilities of the season.

LOUISVILLE

A total of 207 automobiles as Christmas gifts were delivered by the various members of the Louisville Automobile Dealers' Association, which enabled the dealers to establish a new record for the number of cars sold during December of any year, according to J. Garland Lea, secretary of the organization. The majority of the cars were delivered on Christmas morning, which forced Santa Claus to send out a call for help which was answered by the salesmen from automobile row.

The automobile as a Christmas gift was suggested to the public through an advertising campaign conducted by the association, and the great number of cars sold was a very pleasant surprise to the dealers. "The purchase of so many cars at Christmas time is a splendid indication of the city's general prosperity," said a member of the association.

The dealers' message was carried by a 30 day showing of 24-sheet billboards, liberal newspaper copy and attractive "Give Her a Car for Christmas" showcards displayed in the show-windows of the association members. This was the second Christmas campaign to be conducted by the dealer organization and the gratifying results obtained both years will undoubtedly result in a greater advertising appropriation for the same purpose in 1926.

CHICAGO

Business in the automobile, parts and accessory field was from 50 to 75 per cent during the Christmas season just closed than ever before in Chicago, according to C. E. Gambill, president of the Chicago Automobile Trade Association, himself a Hupmobile distributor and a Chevrolet dealer.

More efforts were made this year to get the business than ever before in this territory, with the result that a greater volume was obtained. All distributors, dealers, jobbers and even the garages decorated not only the show windows, but the salesrooms and storage divisions as well.

Association campaigns encouraging the public to give something for the car for Christmas, and individual campaigns urging the automobile as the ideal Christmas gift resulted in business beyond the hopes of the campaigners.

It is believed that as result of the Christmas campaigns and the winter comforts advertisements, December as a whole will compare very favorably with November, an unusual condition in this territory.

Here Is More About Santa Claus

COLUMBUS, O.—A peculiar coincidence in which two sales of motor vehicles were made for Christmas giving took place here. Mrs. W. C. Speck, wife of W. Carleton Speck, 2389 Sherwood Rd., Columbus, knowing that her husband was in need of a car, decided to present him with a Cadillac sedan which she did by having a mutual friend make the purchase, file the bill of sale and have the car ready for delivery early Christmas morning. In the meantime Mr. Speck, who is assistant superintendent of the Buckeye Steel Casting Co., decided to give his wife a car for Christmas, and calling on the same mutual friend, instructed him to purchase a Wills Ste. Claire roadster for his wife and have it ready for Christmas morning delivery. Both cars were driven to the house early in the morning and explanations were made. It has been decided to retain both cars.

DETROIT

Upwards of $1,000,000 worth of passenger cars were left by St. Nick as Christmas presents in the Detroit area, according to figures reported by dealers in this territory. Practically 1,000 cars were delivered Christmas. In addition $250,000 in accessories were purchased.

All sizes and makes were included, from the lowest priced cars to those costing $15,000. The district was well canvassed and each dealer was said to have received his share.

Some of the larger and more active dealers reaped a nice profit. A dealer of one of the medium-priced line of cars sold 42 passenger cars to be delivered at Christmas time. Others sold accordingly.

The sale was considered to be the most successful in the history of the industry in this locality. Advertising for the past four weeks was directed toward Christmas buying with suitable tie-ups in the different showrooms.

CLEVELAND

This year's crop of Christmas sales campaigns has been, perhaps, the most lucrative in the history of the Fifth City. Conservative estimates from various sources as to the volume of trade produced by the special holiday crusades vary anywhere from $1,250,000 to $2,000,000, and the more optimistic say $2,500,000 isn't any too much.

This latter figure, it would seem, not only includes the number of new cars sold but also the number of used machines disposed of. Be this as it may, one thing is certain—Cleveland automobile dealers this Christmas reaped a golden harvest, the like of which they never before have known.

ST. LOUIS

Christmas was a success financially and socially to the automobile industry in St. Louis this year. Sales of cars for Chirstmas presents were perhaps greater than any other year and at least one company found it necessary to send men to its factory to drive cars which had been promised for delivery on Christmas day.

SEATTLE

Ideal weather conditions on Puget Sound, intensive newspaper advertising calling attention to price reductions of the leading makes of cars, coupled with many catchy window displays proved worth while and stimulated Christmas automotive trade in Seattle, and showed that both automobiles and automotive accessories had been included on many Xmas shopping lists.

In preparation for a motoring Christmas the Western Auto Supply Company assembled a complete and comprehensive stock of automobile accessories, which were eagerly sought by buyers. Cards were provided with each gift so that the article could be exchanged at any of their numerous stores in the Pacific Northwest should the accessory selected not fit the receiver's car. Every car dealer reported an unusual business.

November Revenue Shows Gain of $8,911,810.01

Collections from Industry in Eleven Months of 1925 Total $66,615,155

WASHINGTON, Jan. 3.—Excise taxes collected from the automobile industry during the month of November totaled $15,311,923.31, an increase of $8,911,-810.01 over the taxes collected during November, 1924, according to the monthly statement of the United States collector of internal revenue, announced here this week.

The total tax collected on automobiles, motorcycles, trucks and accessories, from July 1 to November 30, amounts to $66,615,155.35, and represents an increase of $17,015,478.62 over the tax collected for the corresponding period of 1924.

The November excise tax return, in detail, collected from the automobile industry, is as follows: Automobile trucks and automobile wagons, November, 1925, $438,215.46, compared with $521,711.78, November of last year; automobiles and motorcycles, November of this year, $12,-614,150.99, compared with November 1924, $4,481,584.08; automobile parts and accessories, November, 1925, totaled $2,259,556.86, compared with $1,396,817.44 collected in November, 1924.

OVERLAND FACTORY VISITED

BOSTON, Jan. 4.—A large party of Willys-Overland distributors and dealers from New England made a trip to the factory at Toledo this week to meet the men from other sections in a general sales meeting. The Boston party was headed by Herbert G. Fitch, New England factory manager; John R. Farley, assistant branch manager; Ralph M. Sherman, assistant wholesale manager; Fred Rees, sales manager of the Boston Overland Company; Ernest Maxim, Middleboro distributor; and Marshal Le Bon, head of the Providence branch. They spent three days at Toledo arriving home today.

December Sales to Show Advance in Los Angeles

LOS ANGELES, Jan. 3.—An appreciable increase in December sales over December last year, although a decrease from the November total, is the report from Los Angeles distributors on the situation in the Southern California market. New records were established by many dealers in the number of Christmas day deliveries of both new and used cars, following energetic advertising campaigns emphasizing the automotive gift-giving appeal.

The used car market is generally unsatisfactory, although the withdrawal of the long payment plan, which was widely featured for several months in this territory, is undoubtedly bringing a gradual betterment in this field. The increasing difficulty in gaining a satisfactory turnover in used cars in Southern California, where the percentage of trade-ins is believed to be the highest in the United States, is causing a downward revision of appraisals all along the line.

Every barometer of general business in Los Angeles and throughout Southern California indicates a healthy condition. Bankers, manufacturers, agriculturists and shipping interests all report optimistically on the outlook for the new year, with apparently substantial reasons for their optimism.

PEERLESS IN 25TH YEAR

CLEVELAND, O., Jan. 3.—Delving through its old records, the Peerless Motor Car Corporation recently discovered that the first car to bear the Peerless name was sold Dec. 12, 1901, to G. T. Young of New York City. The Peerless company is therefore entering on its twenty-fifth year as a selling organization. Apparently the East had greater confidence in the new gasoline propelled vehicle than the rest of the country, judging from the early sales record. Practically all of the first Peerless cars were sold in New York or Philadelphia.

Electric Auto-Lite Co. Plans Expansion of Plant in 1926

TOLEDO, Jan. 3.—Plans for enlargement of the plant of the Electric Auto-Lite Co. here are now in the making in anticipation of an increase in volume of business of about 30 to 50 per cent over the 1925 output, which set a new high mark in the 14 years history of the company.

President C. O. Miniger said that new contracts closed with Peerless, Hupmobile and Ajax had greatly increased the volume when added to the 30 or more contracts which have been held for many years. DeJon business has been brought to Toledo through closing of the plant at Poughkeepsie, N. Y.

The company has employed about 2,200 workers all through the year and expects to increase this number about March 1. "The outlook for the first quarter of 1926 is fine and if general business conditions prove good we will make a record year," declared President Miniger. "New business now under negotiation probably will necessitate some new building this spring and we will know in about 30 days what expansion is necessary."

BIGGERS DIRECTS D. B., LTD.

DETROIT, Jan. 3.—John D. Biggers, vice-president and general sales manager of the Owens Bottle Co., will become managing director of Dodge Brothers (Britain), Ltd. Announcement to this effect was made by Robert C. Graham, vice-president and general sales manager. The appointment became effective January 1, with Mr. Biggers assuming his new position as soon as present business matters can be cleared up.

Equity of Stockholders Is Greatest in Car Industry

N. A. C. C. Figures Show Manufacture Conducted Almost Entirely On Owners' Capital

NEW YORK, Jan. 3.—Analysis by the N. A. C. C. of financial statements for the year ending Dec. 31, 1924, shows that the manufacture of passenger cars and motor trucks in the United States is almost entirely conducted on capital invested by the owners. The net worth, or stockholders' equity, is 88.3 per cent compared with 75.4 per cent in 459 companies in various other industries.

Net worth comprises 72.3 per cent of the total capital in the steel industry, 62.2 in the meat packing industry, and 80.7 in cotton mills. By net worth is meant capital stock, surplus and true reserves, excluding depreciation reserves wherever possible.

The analysis is based on companies producing 98 per cent of the total output of the automobile industry and over 95 per cent in the steel and meat packing industries.

Borrowed money, both long and short term, represents only 11.7 per cent of the total capital, compared with 24.6 per cent in the 459 companies in industries other than the automobile industry, and capital secured through long term bond borrowing represents only 1.7 per cent compared with 9 per cent in the other companies. Short term borrowing or current liabilities comprises 10 per cent of total capital against 15.6 for industries in general.

JOHNSON RE-ELECTED

WASHINGTON, Jan. 3.—A. N. Johnson, dean of the college of engineering, University of Maryland, has been re-elected chairman of the National Highway Research Board at the annual meeting held here. W. H. Connell was elected vice-chairman. Members of the directory are: A. J. Brosseau, president, Mack Trucks; Charles M. Upham, T. R. Agg, H. C. Dickinson, Thomas H. MacDonald, and William Sprarangen.

G. M. A. C. Directors Vote to Add 45,000 Capital Shares

NEW YORK, Jan. 3.—General Motors Acceptance Corp. directors and stockholders have sponsored an increase in the corporation's capital stock of 45,000 shares to be sold as heretofore to General Motors Corp, at $125 per share.

When approved by the New York State Banking Department this issue will increase the capital stock at par by $4,500,000 and the surplus fund by $1,125,000, and make the total capital $13,000,000 and surplus $3,375,000. Including undivided profits this will bring the corporation's total capital funds to more than $20,000,000.

Willys Sees Better Car Business for Next Year

Tells Dealers at Convention to Keep Looking Forward and Not Hold Post Mortems

TOLEDO, Jan. 3.—With 1926 promising to be more prosperous for the automotive industry and the country in general, think of the future and not the past, John N. Willys, president of Willys-Overland, Inc., told some 900 members of the Willys sales organization at their annual sales conference here.

"The entire country is now more prosperous than it was a year ago," Mr. Willys told his audience, "and the automotive outlook is exceedingly good. Work harder, don't waste time and put in more hours."

With the manufacturers paying more for their tires, dealers and distributors were urged to go out and sell more cars on the strength of a probable increase in prices. "You can look for increases after January 1," Mr. Willys told his listeners.

In supporting a statement that dealers throughout the country were in a healthy condition, Mr. Willys said, "Dealers' stocks are now less than 5 per cent of their yearly contract." This condition, he said, would be continued and that dealers and distributors throughout the country would benefit by such a situation if they would adapt themselves to the conditions in their territory.

November, 1925, was the best in the history of the Willys-Overland company, the audience was told, some 15,000 retail sales slips being received. This situation has not been changed as yet, and the outlook for 1926 was such as to make Willys-Overland executives feel that it was going to be the best in the history of the company.

MACK TO EXPAND

ST. PAUL, Minn., Jan. 3.—The International Mack Motor Truck Co., with the arrival from Chicago of James Bell to become factory branch manager, has decided to build at once a $600,000 plant on the property it recently bought at University and Cromwell avenues. This is the start on a 20-year expansion program. Territory assigned to the new branch is Minnesota, North and South Dakota, Iowa, Nebraska, Colorado, Montana and Wyoming. William Whiteford, assistant to the vice president of the Twin City Rapid Transit Co., the street railway, has resigned to go with the Mack company.

BONNEY ENLARGES FACTORY

ALLENTOWN, Pa., Jan. 3.—Bonney Forge and Tool Works, manufacturers of chrome vanadium drop-forged wrenches, have broken ground for an addition to their plant. The new building will be 110x200 feet, and will provide the needed facilities to accommodate an increased business. This large increase in business has rendered present facilities inadequate, but the new building is being rushed through, and it is hoped to be operating in about 60 days.

New Vice-President of Cadillac

Lynn McNaughton, new vice-president of Cadillac Motor Car Co.

Cincinnati Show Expected To Be Greatest Ever Held

CINCINNATI, Jan. 3. — Everything points to a record breaker in the annual automobile show to be given by the C. A. D. A. Jan. 16 to 23 at the Music Hall. Reports have been received by H. T. Gardner, general manager of the C. A. D. A. and manager of the show since its inception, from the letters sent to distributors for space reservation showing that all available space in Music Hall has already been taken.

One of the most interesting features of the show for the public is the Radio Wedding which is scheduled to take place January 21 at 9 P. M. at Music Hall. A generous wedding present to the bridegroom and his bride-elect has been donated by Charles A. Schiear of the Charles Schiear Motor Co., distributor for Hudson-Essex, in an Essex coach of 1926 model. The bride and bridegroom elect are Mortimer Scott and Miss Grace Douglas and they are to be married by the Rev. Frederick Nelson McMillin, pastor of the Walnut Hills Presbyterian Church, one of the first ministers in Cincinnati to broadcast his sermons. The wedding is to be broadcast by Station WLW of the Crosley Radio Corporation.

These automobile shows have always proved successful from a sales standpoint and it is expected that the coming show will be a record breaker as a business getter for the distributors.

Cleveland Plans Greatest Automobile Show in Years

Contracts for Space Reveal Every Distributor and Many Manufacturers Will Exhibit

CLEVELAND, Jan. 3.—Present plans for Cleveland's annual automobile show at Public Auditorium, January 23 to 30, indicate the exhibition will be the greatest in local automobile history.

Contracts for space at the show already closed by Herbert Buckman, show manager, reveal that every distributor in the Cleveland district will exhibit. The majority of accessory distributors, as well as many manufacturers, and virtually all local distributors of nationally known makes of trucks also will have exhibits at the show.

The distributors who already have contracted for space on the show floors include:

Auburn Motor Sales Company, Auburn; Barnes Motor Company, Dodge Brothers; Warner M. Bateman, Reo; C. E. Christiansen Company, Gardner; Cleveland Chevrolet Dealers' Association, Chevrolet; Cleveland Flint Company, Flint; Cleveland Motor Car Sales Company, Franklin; Cleveland Packard Company, Packard; Cleveland Wills Ste. Clair Company Wills, Ste. Clair; Durant Motor Company, Star; A. L. Englander Motor Company, Hupmobile; Ford Motor Company, Ford; Great Lakes Motor Company, Pierce Arrow; Jones-Finney Motor Company, Lincoln; Jordan Ohio Motor Company, Jordan; Marmon Cleveland Company, Marmon; Moon Motor Car Company of Ohio, Moon and Diana; North Ohio Motor Company, Chandler and Cleveland; Oakland Motor Car Company, Oakland; Ohio Buick Company, Buick; Ohio Locomobile Company, Locomobile; Olds Motor Works, Oldsmobile; Paige-Ohio Company, Paige and Jewett; Peerless Motor Car Company, Peerless; Reeke-Nash Motors Company, Nash and Ajax; Rickenbacker Sales Company, Rickenbacker; Rolls-Royce Company of America; Rollys-Royce; R. J. Schmunk Company, Hudson and Essex; Stearns Motor Sales Company, Stearns; Studebaker Corporation of America, Studebaker; Stutz Motor Car Company, Stutz; H. S. Thomas Motor Company, McFarlan; Towell Cadillac Company, Cadillac; Walter F. Wright Company, Chrysler; Willys-Overland, Inc., Willys-Knight and Overland.

PEARCE MADE TREASURER

CLEVELAND, Jan. 3.—A. L. Pearce, for the last three years assistant treasurer of the Peerless Motor Car company, was elected Thursday as treasurer, succeeding John F. Porter, who resigned Oct. 31. Mr. Pearce has been acting treasurer since Porter's resignation. Mr. Pearce formerly was superintendent of general accounting for the Cadillac Motor Car Company, and prior to his service with General Motors was connected with the Detroit Steel Products company and the United States Radiator Corporation, Detroit.

COLUMBUS SPACE SOLD

COLUMBUS, O., Jan. 3—A B Coates, manager of the annual Columbus Automobile Show, to be held in Motor Hall on the grounds of the Ohio State Fair Association, January 18 to 23, announces that all of the available space has been sold.

Along Automobile Row

QUEBEC.—J. A. T. Lambert, 266 St. Joseph Street, has the exclusive agency of Ford cars for Quebec City and the districts as far as Murray Bay.

ATLANTA.—The Atlanta branch of the Hudson Motor Car Co. announces the recent formation at Albemarle, N. C., of the Albemarle Hudson Co.

CHICAGO.—Dagmar, manufactured by the Moller Motor Car Co., Hagerstown, Md., is now represented on the Chicago Row by the Moller Motor Sales Co., 2330 South Michigan Avenue. R. M. Grove is manager of the concern.

KNOXVILLE, Tenn. — The Knoxville Paige-Jewett Co., retail dealer handling the Paige and Jewett, and distributors in the adjacent Tennessee territory, announces the recent removal of the company into its fine new home at 509 W. Clinch Avenue. The plant is said to be one of the most modern and best equipped sales rooms and service stations in the Volunteer State.

PORTLAND, Ore.—The Tarola Motor Car Company, east side Chrysler dealer, has moved into a new building at East Seventh Street and Hawthorne Avenue. It was designed especially for an automobile salesroom, but there is a space for a large shop.

CHANDLER, Okla.—Ford dealers of six counties met in Chandler in their semi-annual sales conferences recently. In addition to the forty dealers present, the Oklahoma branch office at Oklahoma City was represented by J. W. Pipkin, Oklahoma branch manager; B. W. Slagel, assistant manager; J. T. Rechtin, weekly purchase plan manager; F. L. Boggs, zone road man; S. D. Norris, head of tractor department.

DES MOINES, Ia.—Dodge Brothers, Inc., has established a district office in Des Moines with S. J. Timmens of the Detroit district in charge. It will handle practically all the territory of the Iowa dealers.

LITTLE ROCK, Ark.—Freeman & Freeman, local Ford dealer, has announced that Mose Bennett, a native of Little Rock, but who has been absent for several years, has returned to become a salesman for the company.

PORTLAND, Ore.—Representing an investment of approximately $250,000, the new home of Cook & Gill, Paige-Jewett distributor, is nearing completion.

HOMINY, Okla.—The Gustavus Motor company with W. C. Gustavus, manager, is the latest addition to automobile dealers in the city. It has recently taken over the agency for the Hupmobile and has opened offices and salesroom at 205-207 East Main street.

MILWAUKEE.—R. C. Greene of the Greene Motor company, has been appointed West Allis dealer for Nash-Ajax with headquarters at 6520 Greenfield avenue. Fred Berghoefer, 455 Sixty-second street, West Allis, has just been appointed Paige-Jewett dealer for the city.

BUFFALO, N. Y.—The Pierce-Arrow Motor Car company has appointed the J. R. Reeves Co., 929 Austin avenue, Waco, Tex., as its central Texas dealer for Pierce-Arrow, including trucks. Another recent appointment is the Pioneer Motor Sales company, 148 Barron avenue, Johnstown, Pa., for Johnstown and vicinity.

ST. LOUIS.—A. J. Brock, president, A. J. Brock Motor Sales company, Hudson and Essex dealer at 4360 Manchester avenue, has announced the appointment of Fred T. Beard as sales manager of the company.

PORTLAND, Ore.—Among the visitors to "automobile row" recently were F. N. Coats, regional sales manager for Chevrolet Motor Car Company, who was accompanied in his swing over the Northwest by Hal. F. Weller, Pacific Coast advertising manager of the Chevrolet.

MILWAUKEE.—The Overland Milwaukee Company has leased for five years the building on the corner of Seventh and Wells streets in Milwaukee, and an adjoining lot to the north, and will open an exclusive used car branch at that location. Main quarters of the Overland branch will continue in the present building at 510 Broadway, according to J. P. Haggott, manager of retail and used car operations.

LOUISVILLE.—Harry L. Olive, formerly in the sales promotion department of the Willys-Overland factory at Toledo, has succeeded V. B. Canfield as manager of the Kentucky-Overland Company here.

AKRON.—The Mohawk Sales and Service Company has been incorporated with a capital of $10,000 to deal in tires and tubes.

RACINE, Wis.—Powell Motor Company of this city, Gardner and Gray dealer, has moved from Lake avenue and Fourth street to Sixth and Stannard avenues.

DALLAS, Tex.—The Abell Motor Company of Houston, Tex., has been appointed direct dealer for the Durant and Star cars at Houston, it is announced by the Durant Motors, Inc. Sales and display rooms of the new organization are located at 1013-15 Caroline street.

BALTIMORE.—The Neill Buick Company has opened a new service station at Twenty-sixth and Sisson streets. The first floor of the building contains 21,000 square feet of space and is completely equipped to give prompt and efficient service.

MILWAUKEE.—"Pers" Baldwin, formerly manager of the Madison Buick Company of Madison, Wis., has opened the Baldwin Tire and Supply Company at 208 South Pinckney street in that city. The new service station will be devoted exclusively to sale of Goodyear tires and tubes, Alemite accessories and oils and the Stewart-Warner line of radio, speedometers, vacuum tanks, bumpers and accessories.

BUFFALO, N. Y.—The Buffalo Oakland Motor company, 1081 Main street, Saint Paul, announces a change in name to the W. F. Groom Motor Corporations. This change is in name only. The same personnel and policies of the organization will be maintained as heretofore.

EVANSVILLE, Ind.—H. F. Miller, retail salesman of the Bennighof-Nolan company, Willys-Knight and Overland distributor and dealer, has been promoted to assistant retail salesmanager, E. E. Nolan, retail department manager, announced.

EVANSTON, Ill. — The Huntington-Williams Company has been organized here by Kellogg Huntington, Merdo K. Williams, Lawrence J. Knapp and Arthur L. Collins, to operate an automobile service station at 1516 Sherman avenue.

MILWAUKEE. — Hokanson-Thompson Co., distributor for Oakland in twelve Wisconsin counties, has announced appointment of the Sommer Motor Co. of 1802 North avenue as Oakland dealer in Milwaukee. The Sommer company has been in the field for the past five years selling Star and Durant cars and established sales record for this line for several lines.

PORTLAND, Ore. — Rudolph Taggesell, for the last eight years with the Fields Motor Car Company, Chevrolet distributor, has been promoted to manager of the company's various used car sales departments. L. B. Goff, Jr., who has been on the retail sales staff will take his place as sales manager at the company's Milwaukee avenue store.

DANVILLE, Ill.—The Danville Auburn Auto company on Walnut street, has taken on the Cadillac line, which it will handle in addition to Auburn cars.

MILWAUKEE.—Bell Motor Co. of 1130 Teutonia avenue, has been appointed Hudson-Essex dealer in Milwaukee county.

ST. LOUIS.—Schnure Motor Co., Buick dealer, recently announced additions to its sales force as follows: Clarence C. Conrade, formerly an automobile distributor, David E. Attebery, formerly operating the Attebery Motor Car Co. and Harry Householder, formerly operating the West Highway Motor Co., Mexico, Mo.

BUFFALO, N. Y. — Kelsey rims and wheels in the western New York district are to be distributed henceforth by Frey the Wheelman, Inc., of Buffalo. Heretofore their distribution has been from Cleveland. Frey the Wheelman, Inc., also distributes the Firestone rim.

TOLEDO. — The Radiator Engineering Co., has been chartered with a capital of $5,000 to manufacture and repair radiators.

SEATTLE.—For the purpose of conferring with Myron E. Forbes, president of the Pierce-Arrow Motor Car Co., A. W. Hauck, manager of the Puget Motors, Seattle factory branch, has left for Buffalo, N. Y.

MADISON, Wis. — Auto Replacement House has been incorporated here to buy, sell and trade new and used cars and parts. Mrs. Ida Gerke, Fred Gerke and Edward Gerke are incorporators.

BALTIMORE.—The Auto Car Sales & Service Co. is to occupy a large service station that will be erected at Twenty-seventh and Sisson streets. The building will be about 300 feet long and contain approximately 45,000 square feet of floor space. It will cost in the neighborhood of $125.000.

MARSHALLTOWN, Ia.—The Rude Auto company distributed 185 dozen doughnuts and 85 gallons of coffee from its sales rooms during the annual two-day "Ford Days." Nearly 2,000 owners visited the dealers during the days and participated in the contests conducted as a feature of the event.

BUFFALO, N. Y.—W. E. Fish, general manager of the Autocar Sales and Service Corp. here, states that at the present rate of construction, he expects to move into the new Buffalo headquarers of the company about April 1.

RACINE, Wis.—Wright's Garage, Inc., has been organized here by Wright Watson, Bert Payne and Leslie Watson, with capital stock of $5,000.

ST. LOUIS.—F. S. Wiemyer, formerly a Ford dealer here, has purchased control of the Leeser Motor Top and Body Corporation, 2646-48 Locust boulevard, from Mrs. Arthur Leeser. T. L. Prendergast has been retained as sales and service manager by the new owner.

COLUMBUS, O.—The Winfield S. Jewell Co., central Ohio distributor for the Studebaker has established a branch agency at 1044 North High street, in charge of Robert L. Arnett. The new agency is housed in a large building with a service station attached.

SEATTLE.—F. V. Van Auke, long associated with the Cadillac Company of Denver, has joined the sales staff of the Nagelvoort-Stearns Cadillac Company, Cadillac distributor here.

MILWAUKEE.—Val Blatz Brewing Co. of this city is erecting a one-story, 60x156 garage building on Juneau avenue, between Milwaukee street and Broadway.

DAVENPORT, Ia.—Clyde L. Wilkinson, formerly of Horst & Wilkinson, wholesale and retail accessory dealer, has leased the store room and vulcanizing plant at 217 Ripley street and will open tire shop soon after the first of the year.

SEATTLE.—Announcement of the appointment of C. B. Ballard and Sons, authorized Ford dealer, to succeed the Queen City Motor company was made here by the Ford Motor Company's branch. The firm is situated at 401 Ravenna Boulevard.

With the Associations

S. A. E. Plans Big Sessions

NEW YORK, Jan. 3.—At least 12 sessions on such topics as engines, steam coaling, superchargers, fuel, lubricants, brakes, motor coaches, headlights, aeronautics, harmony in color and attractiveness in body contour will be discussed by experts at the annual meeting of the Society of Automotive Engineers, which will be held in General Motors Building in Detroit, Jan. 26-29. Registration will begin at 9 o'clock Jan. 26. The supercharger session will be held that morning and the afternoon will be given over to a research session and the standards committee and in the evening the annual business meeting will include an illustrated lecture on an aviation topic.

The aeronautic session will be held the morning of the 27th with simultaneous sessions on brakes and body finishes in the afternoon. The dance carnival will be held that night.

The program for the 28th will include simultaneous morning sessions on engines and headlighting. The motor coach session will be held in the afternoon and an illustrated session on lubricants and headlighting in the evening.

The final day will be devoted to a vapor cooling session in the morning, a fuel session in the afternoon and a discussion of a subject of general interest, including production, in the evening.

The annual dinner of the S. A. E. in New York City, at the Astor, Jan. 14, will be broadcast through W. J. Y. and W. J. Z., beginning at 9:15 p. m. Charles F. Kettering of General Motors Corp. will be toastmaster. The chief speaker will be Edward S. Jordan, president and general manager of the Jordan Motor Car Co. There will also be a short address by T. J. Litle, Jr., chief engineer, Lincoln division of the Ford Motor Co. and nominee for the S. A. E. presidency in 1926. The Ritz Barbershop Quartette and Scotti Brazil, popular at previous dinners, will furnish entertainment. Maurice Garabrant, a veteran among radio fans, will be at the organ and M. Wolfsie and his orchestra will play.

Rockford, Ill., Holds Show

ROCKFORD, Ill., Jan. 3.—The Rockford Automobile Dealers' Association sixth annual show which was held in the Paul Thinker garage, 700 West State Street, attracted 6,000 persons, despite the Christmas buying rush. Twenty dealers showed 35 models of cars, many of them in advance of the Chicago and eastern shows' exhibit. Members were well satisfied with the results and declared that the plan of holding the show in advance of the Chicago event had not hindered its attendance or effectiveness in the least. Many Chicago distributors came down specially to judge the event as a forecast of the probable trade sentiment in the outlying sections this spring.

Chevrolet Dealers Elect

ST. LOUIS, Jan. 3.—Harold K. MacCarthy of the MacCarthy-Pardue Motor Co. was elected president of the St. Louis Chevrolet Dealers' Association at the annual meeting of the association held at Statler Hotel.

Other officers elected were Ray C. Harding, vice-president, Philip P. Fox, secretary and treasurer, Frank A. Flint, Philip M. Wells and Vincent Belcher, directors.

Flint, the retiring president and Fox, who succeeds himself as secretary were presented with floor lamps by the association in recognition of their services.

MacCarthy has been in the automobile business for many years in St. Louis and has been active in automotive organizations.

Wins Christmas Prize

CHARLOTTE, N. C., Jan. 3.—Hoppe Motors, Inc., distributors of Chrysler cars, was declared winner of the Charlotte Automotive Merchants' Association prize for the best Christmas showroom display. The Carolina Cadillac Company's Charlotte branch was declared winner of the second prize and C. W. Upchurch Motor Co., distributor of the Studebaker line, won third prize. Seventeen motor car dealers participated in the contest, which was regarded as of considerable value in promoting Christmas sales.

Illinois Plans Convention

SPRINGFIELD, Ill., Jan. 3.—The program of speakers has been completed for the annual convention in this city, Feb. 9 and 10, of the Illinois Automotive Trade Association, as follows: E. B. Gallaher, Norwalk, Conn., president of the Clover Business Service Company; Elman S. Hare, automobile financier, Philadelphia; C. E. Gambill, Chicago, president, National Automobile Dealers' Association; F. E. Erstman, Chicago, secretary Illinois State Automobile Association; and Robert E. Lee, secretary, St. Louis Automobile Dealers' Association. Preparations are under way to entertain 150 to 200 dealers.

Plan Used Car Weeks

ALBANY, N. Y., Jan. 3.—Members of the Albany Automobile Dealers' Association, through the success of their recent used car week which increased the sale of used cars 100 per cent over the last two months, has decided to hold such a week twice a year. H. S. Ackerman, sales manager for the E. V. Stratton Co., Hudson-Essex dealer, and chairman of the used car week committee, says the next week will be held in the spring of 1926.

Tire Houses Close Christmas

LOUISVILLE, Jan. 3.—For the first time in the history of the tire business in Louisville, all members of the Louisville Tire and Accessory Dealers' Association closed their places of business on Christmas day. Practically every tire dealer in the city is included in the membership of the association. R. A. Dean, secretary of the organization, cited the Christmas closing as one of the many benefits derived from group action, and at the same time pointed out that heretofore nearly all dealers had kept their places of business open day and night during the entire year. Reports of holiday business of previous years show that the amount of business done on those days hardly paid the dealers' light bills. Christmas closing has been a policy of the oil stations here for several years, and was observed this year as usual.

Arnold Is Re-elected

KANSAS CITY, Jan. 3.—The Kansas City Automobile Trades Association re-elected its former president, George W. Arnold, by a unanimous vote, to serve for the coming year, and selected a strong corps of assistant officers, at its recent meeting held for the purpose. Mr. Arnold is president of the Keystone Garage Company.

The other officers elected were: Vice-president, E. L. Minter of Minter Bros. Garage; secretary, George Lockridge, president of the Kansas City Automobile Supply Company; treasurer, James Skidmore, of the O. K. Automobile Radiator Company; sergeant-at-arms, H. L. Brown of Brown's Garage.

The board of directors of the association for the new year is: W. R. Knapp, Federal Garage; Wm. Phelps, Broadmore Garage; Don Hougland, Hougland Motor Company; V. E. Mott, Dayton Automobile Parts Company; and E. E. Dickenson, of the Dickenson Garage.

The plans for the new year include a membership drive, which will be put on early in the year. Tentative arrangements have been made, and will probably be perfected within 30 days, by which the members of the trades association will be granted a liberal discount by all the jobbers and factory branches which have offices here.

Burlington Trades Organize

BURLINGTON, Ia., Jan. 3.—The Burlington Automobile Association has been organized here to further plans of putting all garage and accessory dealers on a cash basis. Tim Vahle has been elected president of the association; Ferd Sheagren is vice-president and director representing the dealers; Paul Gross, repair men; Hilton Stang, battery and electric, and Oscar Lee, tireman. The association will also handle details of the February automobile show here.

Coming Motor Events

Automobile Shows

New York.....Jan. 9-16
National Automobile Show in Grand Central Palace.

Newark, N. J.....Jan. 16-23
Nineteenth annual Automobile Show under auspices of New Jersey Automobile Exhibition Co., Chamber of Commerce Building.

Buffalo, N. Y.....Jan. 16-23
Buffalo automobile show by Buffalo Automobile Dealers' Association in 174th Regimental Armory, Carlton, C. Proctor, manager, headquarters, Hotel Statler.

Milwaukee.....Jan. 16-23
18th Annual Automobile Show, Auditorium.

Cincinnati.....Jan. 16-23
Cincinnati Music Hall, Cincinnati Automobile Dealers Association.

Philadelphia.....Jan. 16-23
25th Annual Automobile Show at Commercial Museum Under Auspices Phila. Automobile Trade Assn.

Columbus, O.....Jan. 18-23
Show in Motor Hall by Columbus Automobile Dealers Co.

Elmira, N. Y.....Jan. 18-23
16th Annual Show, Elmira Automobile Merchants Assn., Inc., N. Y. State Armory.

Kalamazoo, Mich.....Jan. 19-23
Automobile Show in Armory by Kalamazoo Automobile Trade Association

Baltimore.....Jan. 23-30
20th Annual Automobile Show and Second Annual Motor Boat Exhibit, 5th Regiment Armory, Baltimore Automobile Trade Assn., Inc.

Brooklyn.....Jan. 23-30
Fifteenth Annual Automobile Show in 23rd Regiment Armory, under auspices of Brooklyn Motor Vehicle Dealers Association.

Detroit.....Jan. 23-30
Detroit Auto Show in Convention Hall by Detroit Automobile Dealers Assn.

Cleveland, O.....Jan. 23-30
1926 Automobile Show under auspices of Cleveland Automobile Manufacturers' and Dealers' Association, Herbert Buckman manager, in Public Auditorium.

Jersey City.....Jan. 25-30
Jersey City Automobile Show in National Guard Armory.

Rochester, N. Y.....Jan. 25-30
18th Annual Automobile Show, Edgerton Park, Rochester Automobile Dealers Assn.

Williamsport, Pa.....Jan. 25-30
Automobile Show by Williamsport Automobile Dealers Assn.

Scranton, Pa.....Jan. 25-30
Passenger Car Show in Armory, Scranton Motor Trades Assn.

Lowell, Mass.....Jan. 25-Feb. 1
Twelfth Automobile Show in Memorial Auditorium, Automobile Merchants Assn. of Lowell, Inc.

Harrisburg, Pa.....Jan. 30-Feb. 6
Harrisburg Automobile Show under auspices of Harrisburg Motor Dealers' Association.

Washington.....Jan. 30-Feb. 6
Automobile show under auspices of Washington Automotive Trade Association in Washington Auditorium Building, Rudolph Jose, manager.

Washington.....Jan. 30-Feb. 6
Washington Trade Association Show in Auditorium Building.

Chicago.....Jan. 30-Feb. 6
Twenty-sixth Annual National Automobile Show and Eleventh Annual Automobile Salon.

San Francisco.....Jan. 30-Feb. 6
Tenth annual Pacific Automobile Show under direction of Motor Car Dealers' Association of San Francisco, in Exposition Auditorium, G. A. Wahlgreen, 215-16 Humboldt Bank Bldg., manager.

Cumberland, Md.....Feb. 1-6
Automobile Show in New Armory, Automobile Dealers Assn. of Cumberland.

Denver.....Feb. 2-6
Anual automobile show under auspices of Denver Automobile Dealers' Association, in Municipal Auditorium, Myron L. Smith, chairman of committee.

Atlantic City, N. J.....Feb. 2-9
Auto Show on Million Dollar Pier by Atlantic City Auto Dealers Assn.

Springfield, Ill.....Feb. 3-6
Seventh Annual Show in State Arsenal by Springfield Auto Dealers Assn.

Providence, R. I.....Feb. 6-13
Providence automobile show under auspices R. I. Automobile Dealers' Association, Chester I. Campbell, manager, 617 Industrial Trust Bldg.

Toledo, O.....Feb. 8-13
Annual show of Toledo Automotive Trades Association in Civic Center Garage, T. J. Cooper, manager, 925 Jefferson Avenue.

Schenectady, N. Y.....Feb. 8-13
Fifth Annual Automobile Show in State Armory by Schenectady Automotive Dealers Assn.

Syracuse, N. Y.....Feb. 8-13
18th Annual Auto Show, State Armory, Syracuse Automobile Dealers Association, Inc.

Kansas City, Mo.....Feb. 13-20
American Royal Bldg.—20th Annual Show, direction of K. C. Motor Car Dealers Association.

Des Moines.....Feb. 14-20
17th Annual Automobile Show in Coliseum by Des Moines Automobile Dealers Association.

Indianapolis.....Feb. 15-20
Auto Show Bldg.—15th Annual Motor Show, direction Indianapolis Auto Trade Association.

Louisville, Ky.....Feb. 15-20
Louisville Automobile Show, Armory, under the auspices of the Louisville Automobile Dealers Association, J. Garland Lea, manager.

Logan, W. Va.....Feb. 15-20
Logan Automobile Show under auspices of Logan Automobile Dealers' Association.

Great Falls, Mont.....Feb. 16-20
Eleventh Annual Show by Montana Auto Distributors Association.

Hartford, Conn.....Feb. 20-27
Automobile show by Hartford Automobile Dealers' Association in State Armory, Arthur Fifoot, manager, Hotel Bond.

St. Louis.....Feb. 20-27
19th Annual Automobile Show, City Market Bldg., St. Louis Automobile Dealers Assn.

Grand Rapids, Mich.....Feb. 22-27
Seventeenth Annual Show by Passenger Car Dealers Association.

Peoria, Ill.....Feb. 22-27
Fifteenth Automobile & Accessories Show, Peoria Automobile Dealers' & Accessories Assn.

Omaha.....Feb. 22-27
Twenty-first Annual Automobile Show under auspices Omaha Automobile Trade Association, Inc., in Municipal Auditorium, A. B. Waugh, manager.

Wilmington, Del.....Mar. 1-6
11th Annual Show, Hotel duPont, Wilmington Automobile Trade Assn.

Boston.....Mar. 6-13
Boston Automobile Show under auspices of Boston Automobile Dealers' Association, Inc., and Boston Commercial Motor Vehicle Association, Inc., in Mechanics' Building, Chester I. Campbell, manager, 329 Park Square Bldg.

Ft. Worth, Tex.....Mar. 6-14
Show in Auto Building at Southwestern Fat Stock Show and Rodeo by Ft. Worth Automotive Trades Assn.

Conventions

New York.....Jan. 11-13
Second World Motor Congress, under auspices of National Automobile Chamber of Commerce.

Chicago.....Feb. 1-3
Ninth Annual Convention of National Automobile Dealers Association in La Salle Hotel.

Chicago.....Feb. 2, 3
Convention of Automotive Electric Service Association in Congress Hotel.

Springfield, Ill.....Feb. 8, 9
Sixth Annual Meeting of Illinois Automotive Trade Association in the Abraham Lincoln Hotel.

Chicago.....Feb. 9-16
American Drivurself Association Annual Convention.

Winston-Salem, N. C.....Mar. 17, 18
Annual Convention of North Carolina Automotive Trade Association.

Galveston, Tex.....May 12-13
Tenth annual convention of Texas Automotive Dealers' Association in Galvez Hotel.

Foreign Shows

Montreal.....Jan. 23-30
1926 Motor Show under the auspices of Montreal Automobile Trade Association, Theo Dorian, manager.

London and Birmingham.....Feb. 16-26
British Industries Fair of 1926.

Coming Feature Issues of Chilton Class Journal Publications

January 14.—Motor World Wholesale—New York Show Report.

February 4—Motor Age—Chicago Show Number.

February 18—Automotive Industries—Statistical Issue.

February 4—Motor World Wholesale—Chicago Show Report.

New-Day Jewett Sets Up Detroit to Chicago Record

Driver Beats Crack Express Train When He Covers Distance in 365 Minutes

CHICAGO, Jan. 3.—Over icy roads, made treacherous by the recent snow storm and cold wave, a New-Day Jewett sedan beat the time of the "Wolverine Limited," crack de luxe train of the Michigan Central Railroad, between Chicago and Detroit, by thirty minutes, setting a new record.

In this feat, O. B. Borck was at the wheel of this latest Jewett model, and piloted his machine at an average speed of 51 m.p.h., covering the 297 miles of road in 365 minutes, elapsed time. The "Wolverine" races over 287 miles of rails—ten miles less than by highway—and requires 695 minutes to negotiate the distance.

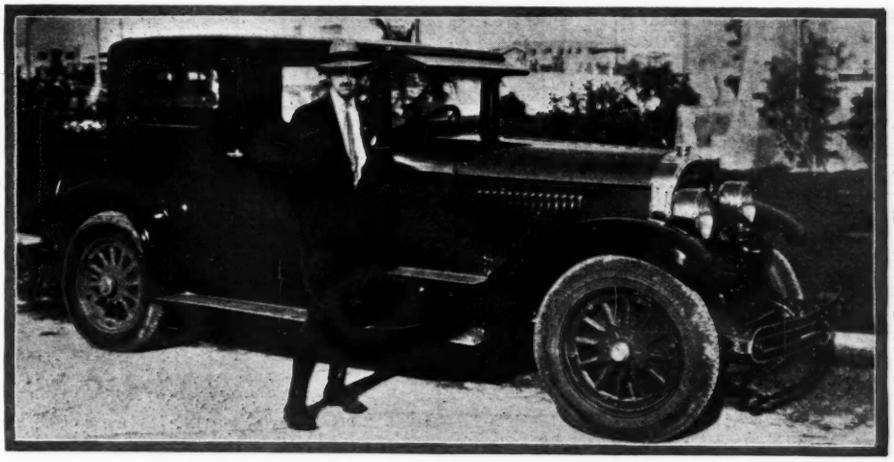
The New-Day Jewett left the Michigan Central Station in the heart of Detroit at 5:02 a. m., Eastern standard time, being checked out by Western Union officials. It arrived at the Illinois Central Station, in the heart of Chicago, at 11:07 a. m. Eastern standard time (10:07 a. m. Central standard time), exactly six hours and five minutes later. The arrival in Chicago was also checked by Western Union officials of this city. A total of 11 minutes was lost en route, due to railroad crossings, taking on gasoline, etc.

The "Wolverine" leaves Detroit at 7:25 a. m. and arrives in Chicago at 2 p. m., six hours and thirty-five minutes being necessary for the trip.

The best previous mark was made by "Cannon Ball" Baker in a Rickenbacker on June 10, 1925, when he drove from the Detroit city limits to the Chicago city limits—a distance of 270.5 miles—in five hours, twenty-eight minutes and thirty seconds, an average of 49.8 miles per hour. The feat of the New-Day Jewett is the more remarkable because it covered several miles of crowded city streets in both Detroit and Chicago.

The Bird-Sykes Company, 2215 South Michigan Avenue, is distributor in the Chicago district for the Jewett. Gordon Bird, general sales manager, met Borck at the Illinois Central Station, and expressed elation over the success of the drive.

GLENN H. CURTIS BUYS CADILLAC'S 200,000TH CAR



Glenn H. Curtis, with Cadillac's 200,000th car, which he purchased

DETROIT, Jan. 3.—The Cadillac Motor Car company has just passed another milestone by the production of its 200,000th car equipped with a V-type, 90-degree eight-cylinder engine. This production of cars of the highest grade has been accomplished during the last 11 years and is equal to the combined production during that period of all other cars in the Cadillac price range and above, officials state.

The event has been given added interest by the sale of the 200,000th car to Glenn H. Curtiss, noted airplane and hydroplane manufacturer, who rose to fame by his pioneering achievements with gasoline engines and by the invention of motorcycle, airplane and hydroplan V-type engines. The sale was made by the Miami, Florida, Cadillac dealer of Claude Nolan, Cadillac Florida distributor, who, 15 years ago, took into Florida the first airplane seen in that state. It was a Curtiss plane and was equipped with a Curtiss V-type engine.

Mr. Curtiss today holds license No. 1 of the Aero Club of America and license No. 2 of the Aero Club of France. In a letter addressed to Miami Cadillac company from Hialeah, Florida, he says:

"It is a source of considerable pride to me to own and drive the 200,000th V-type Cadillac.

"Perhaps I am prejudiced in favor of the V-type motor, having been the first to introduce them in the motor-cycle construction in this country and later for aeroplane work.

"For many years I have owned one or more Cadillacs because of their efficiency and reliability. I was one of the first purchasers of this year's model, and now I find myself making use of it almost entirely for my own driving."

November Records Broken by December 15 in Cincinnati

CINCINNATI, Jan. 3.—Sales of new cars for Christmas have apparently broken all previous records this year. Records show that up to December 15 there were more new cars registered by a substantial margin than were sold during the entire month of October and also more than were sold during November of this year. The new car sales, the largest proportion of which were in closed cars, amounted to 2911 of all models up to December 15. The new car sales for October were 2064 and the new car sales for November up to November 30 were about 2600.

Distributors here say that the pushing of Christmas advertising by the larger companies engaged in the sale of new cars is largely responsible for the big record for the first half of December. Another reason given is that probably a large number of owners have been derelict in registering their cars which were bought in the fall months and are rushing them in for registration so that they can receive their 1926 licenses without delay.

Sale of these licenses has started both at the Court House and at the uptown and downtown offices of the Cincinnati Automobile Club and under the law no one can receive a license unless his car is registered. Attorney Samuel I. Lipp, author of the law, says that he believes more than 100,000 cars will be added to the tax duplicates by the operation of the registration clause of the law, for automatically when the car is registered it goes on the tax duplicate of the city and county in which it is recorded.

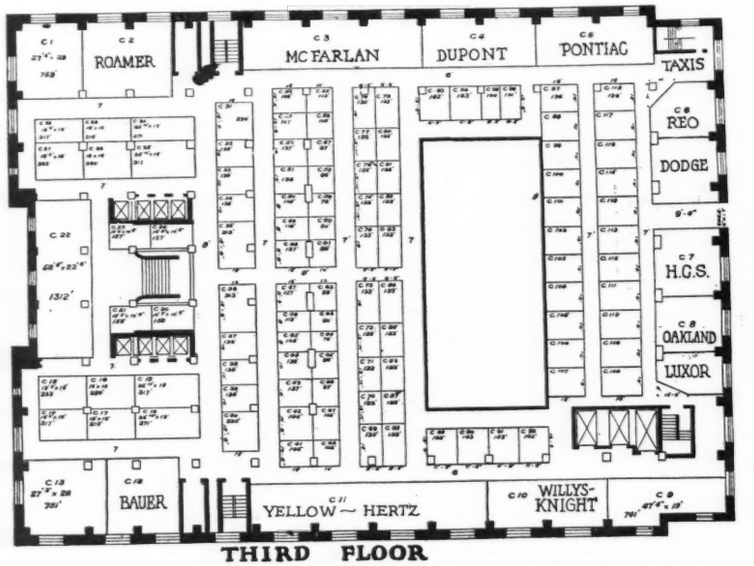
Most of Space Already Is Sold for Montreal Show

MONTREAL, Jan. 3.—Preparations for the automobile show to be held by the Montreal Automobile Dealers' Association January 23-30 in the Morgan building are progressing rapidly and already 90 per cent of the space has been reserved by exhibitors.

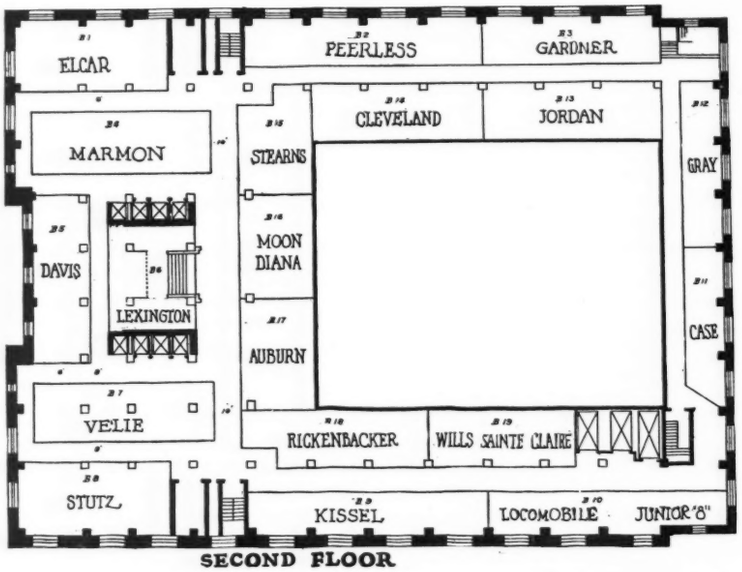
Two floors will be devoted to passenger cars and the top floor will be divided equally between accessory and commercial vehicle exhibitors.

A new departure this year will be the paid admission and no free trade tickets will be issued. This is being done to eliminate the large number of former visitors who had no interest in securing information concerning the trade.

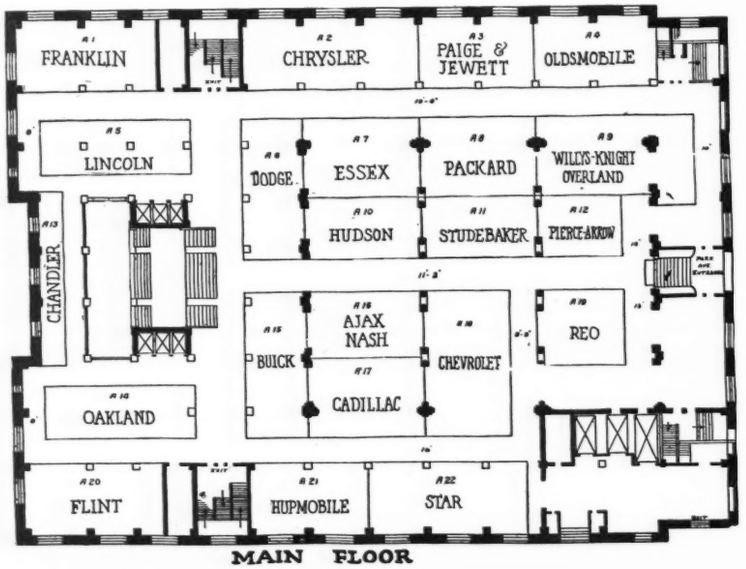
Ground Plan for New York Show



THIRD FLOOR



SECOND FLOOR



MAIN FLOOR

Help Stretch the Rubber

Where the Repair Shop Comes in on Tire Economy Campaign

"Stretch Your Rubber" is the keynote of a national campaign against the British crude rubber monopoly which, for no sound reason, has caused such a big jump in tire prices. Secretary Hoover launched the campaign and leading automotive associations are cooperating. It is believed rubber prices can be driven down through a movement of tire conservation—by keeping tires longer in service. The article herewith is one of a series on this subject to appear in MOTOR AGE.

IN asking the automotive dealer to join in the fight against the British rubber monopoly Secretary Hoover and leading automotive associations have come forward with what the broad, far-visioned tradesman is bound to accept in the light of a straightout business proposition.

What the tradesman wants is maximum use of automobiles. What he does not want is a condition which might cause many owners to use their cars sparingly because of the excessive cost of tires. Yet that is a situation which the crude rubber monopoly could develop and it would fire a shot directly at the automotive shop's cash register.

On the other hand the dealer's participation in this campaign to break the monopoly's strangle-hold can be made to produce profits through increased repair business.

How well the dealer's tire shop succeeds with its part in the campaign, of course, will depend on how well the car owners doing business with him are sold on his ideas of tire economy. And it naturally follows that before the tire man can sell the owner anything he must first study tires from the standpoint of making them last longer. Furthermore, he must be prepared to do thorough work in repairs. He must be equipped.

Slap-dash methods of repairing tires are not sufficient. For instance, it is not economy to repair a puncture in a tube and ignore the cut or hole in the casing opposing the puncture. It is economy to patch and vulcanize cuts through the casing fabric and to putty or vulcanize small cuts in the casing that do not penetrate the fabric. There is economy in the use of shoes and boots inside of tire wounds and there is economy in the use of plugs. All these things help "stretch" the rubber supply. The tire man knows these things but he ordinarily does not "sell" the owner on his ideas of tire conservation. That is the big idea now.

Specifications of Motor Cars, Trucks, Tractors, Buses, Motorcycles, Taxicabs and Rail Cars of 1926

AS has been the custom in the past MOTOR AGE presents on the following pages specifications and data of all the latest offerings in the automotive industry in its every phase. All of this information has been gathered and compiled from the manufacturers in the industry and is as correct as it is humanly possible to make it so.

The following pages of specifications suggest many uses. They are of value to the dealer who sells motor vehicles as well as to the vast number of persons engaged in the maintenance of these vehicles. The salesman is able to talk with authority to a prospect on any particular technical point that may arise and the used car salesman will find of great value the serial numbers since they enable him to accurately check the age of a car which might be taken in on a new car sale.

Specifications in a sense are a cross section of what the industry as a whole has to offer. And from these data can be traced the trends in the industry, especially by those who have kept specification pages previously published in this magazine. These pages should be regarded by the automotive merchant or anyone else engaged in the selling or maintenance of motor vehicles as a reference book and new uses for the information contained therein will come about regularly.

Motor Age Passenger Car Serial Numbers

Note:—Serial numbers for cars earlier than 1918 can be found in the 1925 Chicago Show Issue and Specifications number of Motor Age published January 22, 1925.

(Serial numbers usually are found on the dash, seat support, or other part of the body. Engine numbers may occur on the supporting arms, cylinder blocks, crankcases, etc.)

ACE—The American Motor Truck Co., Newark, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1920	L	6	$2260	1001 to 1556
1921	G & H	6	2975	
	L	6	2260	

Discontinued

AJAX—Ajax Motor Co., Racine, Wisc.

Year	Model	Cyls.	Price	Serial Numbers
1925	51	6	$865	1000-

Number on plate on R. H. frame 6 inches ahead of front spring near bracket.

ALLEN—Allen Motor Co., Columbus, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1918	41	4	$1095	18000-21000
1919	43	4	1395	

Number stamped on front motor cross member

1920	43	4	$1495	50001 and up

Number stamped on frame of right front spring hanger

1921	Series 43	4	$1385	

Discontinued

AMBASSADOR—Yellow Cab Mfg. Co., Chicago, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1922	R	6	$4500	4150-4164
1923	R	6	4500	4165 up
1924	D1	6	1695	70001 to 70050
1925	D1	6	1695	70051 and up

Number on left front horn.
Changed to Hertz, 1925.

AMERICAN—American Motors Co., Plainfield, N. J.

Year	Model	Cyls.	Price	Serial Numbers
1918	B	6	$1375	251-1000
1919	B	6	1865	1894-2378
1920	B-6	6	1865	

Number on left side of motor
Number on inside of dash under hood, left hand side

1921	C-6	6	$2275	3000-4000
1922	C	6	1850	
1923	D-66	6	1785	5,000 and up
1924	D-66	6	1695	

Number on plate under seat.

Discontinued

ANDERSON—Anderson Motor Co., Rock Hill, S. C.

Year	Model	Cyls.	Price	Serial Numbers
1918	400-A	6	$1435	

ANDERSON (Continued)

Year	Model	Cyls.	Price	Serial Numbers
1919	Series 30	6	1850	
1920	Series 30	6	1850	
1920	30A-30G	6	1850	331-37272
1921	Series 40	6	1795	423-38129
1922	Series 40	6	1650	4155-42157
1923	41	6	1195	
1923	Series 50	6	1595	
1924	Series 41	6	1195	
1924	Series 50	6	1595	

Numbers are arranged by body styles and do not run consecutively.
Number on plate under hood, right side dash

Discontinued

ARBENZ—Arbenz Motor Car Co., Chillicothe, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1917-18	25	4	$675	1000-1060

Serial number on frame—right side front

Discontinued

ARGONNE—Argonne Motor Car Co., Jersey City, N. J.

Year	Model	Cyls.	Price	Serial Numbers
1919	....	4	$4750	....-110
1920	....	4	4750	2011 up

Discontinued

APPERSON—Apperson Brothers Auto Co., Kokomo, Indiana

Year	Model	Cyls.	Price	Serial Numbers
1918	6-18	6	....	17000 up
	8-18	8	$2550	
1919	8-19	8	2800	
	Anvsy.	8	4000	18000-21000
1920	8-20	8	2950	
	Anvsy.	8	4000	

Number on right front engine leg.

	8-20	8	$3500	
	Anvsy.	8	4250	1900-21702
1921	8-21-S	8	3500	
1922	8-21-S	8	2620	25200-30000
1923	8-23-S	8	2800	25200-30000
1923	6	6	1535	
1924	6	6	1695	T-6000 and up
1924	8	8	2485	

Number on right front side of crankcase.

1925	8-25	V8	$2485	58000 to 59000
1925	8-25	St8	1995	85000 up
1925	6-25	6	1650	65000 up

Number on L. H. side of front seat.

AUBURN—Auburn Automobile Co., Auburn, Indiana

Year	Model	Cyls.	Price	Serial Numbe
1918	6-39-B	6	$1345	
	6-44	6	1685	
1919	6-39H & 39K	6	1695	

Number on floor board in front under cowl

1920	6-39	6	$1795	22100 and up

Number on end of seat, left side. The serial numbers of this car do not run consecutively or by years

Year	Model	Cyls.	Price	Serial Numbers
1921	6-39		$1695	29725-33359
				33306-34116
1922	6-51	6	1575	33360-36999
1923	6-43	6	1095	50000-52000
1923	6-63	6	1595	37000-37619
1924	6-43	6	1395	52001-55000
1924	8-63	8	1895	37620-38575
1925	8-63	8	1895	3857600 and up
1925	6-66	6	1395	2555500 and up
1925	8-88	8	1995	2539200 and up

Number on footboard in driver's compartment

AUSTIN—Austin Auto Co., Grand Rapids, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	12-Cyl.	12	$3750	C1003-C2862

Number on instrument board

Discontinued

BARLEY—Barley Motor Car Co., Kalamazoo, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1922	6	6	$1395	35000-35211
1923	6-50	6	1395	
1924	6-50	6	1395	

Number near light bracket, right hand side rail
1925 Superseded by Roamer 6-50

Discontinued

BEGGS—Beggs Motor Car Co., Kansas City, Mo.

Year	Model	Cyls.	Price	Serial Numbers
1918	18-T	6	$1530	1018-11008
1919	19-T	6	1580	1019-11609
1920	20-T	6	1630	210-21290
1921	20-T	6	1775	21300-21540
1922	20-T	6	1175	21550-21820
1923	20-T	6	1495	21830 and up

Number on outside of right front frame horn and on plate on dash under hood

Discontinued

BIDDLE—Biddle Motor Car Co., New York, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1918	H	4	$2750	H100-H1099
1919	H	4	2985	H1100-H1179
1920	B-1	4	3950	2000 up
	B-5	4	....	1500 up

Number on dash; engine number on upper left front crankcase

	B-1	4	$3950	2000 up
1921	B-1	4	3475	2000 up
1922	B-1 & B-5	4	2950	3500 up
1923	B-1 & B-5	4	2950	4000 and up

Number on right side of dash

Discontinued

BIRCH—Birch Motor Cars, Chicago, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1920	30-B	4	....	B-126 up
	40	4	....	42000 up
	45-B	6	....	N-151 up

Number on name plate on dash

1921	Super 4	4	$1345	
	Light 4	4	1195	
	Light 6	6	1595	

Discontinued

BOUR-DAVIS — Louisiana Motor Car Co., Shreveport, La.

Year	Model	Cyls.	Price	Serial Numbers
1918	18-B	6	$1850	1100-1104
1919	....	..	....	1105-1134

Number on dash under hood. No record of 10 or 12 cars built by Shadburn Bros., Anderson, Ind.

	20	6	$1595	
1920	....	..	1700	1 up
			9-1-19	
1920	20	6	1825	1-200
	21	6	2585	2000-2096

Number on front seat base opposite left hand door; engine number on left side crankcase.
Number on front seat near floor board

1921	21-S	6	$2385	

Discontinued

BRADLEY—Bradley Motor Car Co., Cicero, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1920	H	4	....	1400 up

Number under front seat, on dash and on bottom of all doors

Discontinued

BREWSTER—Brewster & Co., Long Island City, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1919	91	4	.....	91242-91241
1920	41	4	$9000	41242-41341
1921	91	4	7000	
1922	91	4	5000	
1923	02	4	5700	02342 and up

Number on plate screwed on the motor side of dash
Serial numbers do not run in rotation

Discontinued

BRISCOE — Briscoe Motor Corp., Jackson, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1917-18	4-24	4	.....	26605-34885
1919	4-24	4	.....	34886-45786
1920	4-34	4	$1185	M-550-M-558
				50000-57500
1921	4-34	4	1085	57500 and up
1922	4-43	4	....	58588-58606

Number on dash plate
Name changed to Earl

Discontinued

BROOK—The Spacke Machine & Tool Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1920	S-20	2	$395	1-1500

Number on front of timing gear housing

1921	S-21A	2	395	

Discontinued

BUICK—Buick Motor Co., Flint, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1916	D-44-45	6	$ 985	144717-254501
			1020	
	D-54-55	6	1450	
			1485	
1917	D-44-45-46	6	1040	
			1070	254502-343782
			1440	
	D-34-35-37	4	660	
			675	
	E-49	6	1385	
1918	E-4-34-35	4	795	
	E-6-44	6	1265	
	E-6-45-46	6	1265	
			1695	343783-480995
	E-6-49-50	6	1495	
			2175	

Number on left front side of frame member; engine number on left side crankcase

1919	H-44-45	6	$1495	
	H-46-47	6	1985	
			2195	480996 up
	H-49-50	6	1785	
			2585	

Number on rear end of left frame member; engine number on left side crankcase

1920	K-44-50	6	$1495	547524-689794
1921	44-7	6	1525	
	48-50	6	1735	
1922	34-37	4	935	688795 and up

BUICK (Continued)

Year	Model	Cyls.	Price	Serial Numbers
1922	44-47	6	1395	753000 and up
1922	48-50	6	1785	753000 and up
1923	34-39	4	885	826497 and up
1923	41-47	6	1195	868521 and up
1923	48-55	6	1435	881721 and up
1924	Standard	6	1175	
1924	Master	6	1395	
1925	Standard	6	1175	1239262 up
1925	Master	6	1395	1211720 up
1926	Standard	6	1150	1398244 up
1926	Master	6	1295	1412093 up

Number on left frame at rear
Numbers run according to body style

CADILLAC—Cadillac Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1915	Type 51	8	$1975	A6000-A19001
1916	Type 53	8	2080	A20000-A38003
1917	Type 55	8	2080	
	before Dec. 14, 1917		$2240	55-A1-55-S2
	after Dec. 14, 1917			
1918-19	Type 57	8	$3220	57-A1-57-TT-146
1920-21	Type 59	8	3590	59-A-1 to 59-BB-13

Number on left front of engine in four-cylinder models. Number back of the right cylinder block on eights. For 1917 and 1918 the figures in front of letter indicate type of car, the number following letter the number of engine for that particular letter

1921-22	61	8	$3150	61-A-1 to 61-Z—18006
1923	61	8	2885	63-A-1 to 63M—2572
1924	63	8	3185	63M2573 and up
1925	63	8	3250	100001 and up

Number stamped on the right rear corner of crank case at the rear of the right cylinder block
Number stamped on generator bolt boss and on plate on dash.
Numbers run according to body style

CAMPBELL — Campbell Motor Car Co., Kingston, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1918	....	4	$ 835	1-537
1919	C-4	4	1000	538 up

Number plate on left side of dash under hood

Discontinued

CARROLL—The Carroll Automobile Co., Lorain, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1920	C	6	....	321-1 to 321-105
1921	C	6	$3985	
	D	6	3185	

Serial number on dash

Discontinued

CASE—J. I. Case Thresh. Mach. Co., Racine, Wis.

Year	Model	Cyls.	Price	Serial Numbers
1918	U-18	6	$1875	32355-34856
	U-19		2100	
1920	V	6	2650	34860 to 37287
1921	V	6	2650	37780-38744
1922	W	6	2200	43751-44035
	X	6	1790	38755-40017
1923	X	6	1790	39441 to 40807
1923	W	6	1990	43860 to 44284
1924	W	6	1950	44249-44260
1924	Y	6	2475	44307-44443
1924	X	6	1695	40808-41387
1925	J. I. C.	6	1885	75011 and up
1925	X	6	1595	41388 and up
1925	Y	6	2225	44444 and up

Number on dash and in front cross bar of frame

CHALMERS—Maxwell Motor Co., Inc., Detroit, Mich. (See Chrysler.)

Year	Model	Cyls.	Price	Serial Numbers

Numbers are by models and not by year

	32-A	6	$1400	47500-49599
	July 1, 1915		1275	
	32-B	6	1350	
	Aug. 1, 1915		1450	50600-56999
	April 1, 1916		1350	
	35-A	6	1050	55700-76699
	April 20, 1916		1090	
	35-B	6	1280	
	Jan. 1, 1917		1350	
	Nov. 1, 1917		1450	75700-82000
	Nov. 24, 1917		1535	
	April 8, 1918		1615	
	35-B	6	1765	82000 up
	July 12, 1919		1765	
	35-C	6	1250	
	Nov. 1, 1917		1365	
	Nov. 24, 1917		1485	94001 up
	April 8, 1918		1565	
	July 12, 1919		1685	

Number on 1915-16 models on left frame member under front boards. Number on 1916-17-18-19 models on left front horn of frame

1920	Roadster	6	1795	94001 to 110000
				111101 to 112000
	5-Passenger	6	1795	115001 to 200000
	7-Passenger	6	1945	240001 and up
	Sport	6	1995	115001 to 200000
	Coupe	6	2595	115001 to 200000
	Sedan	6	2745	111101 to 112000
				114001 to 114101

Year	Model	Cyls.	Price	Serial Numbers
1921	6-30 & 35-B	6	1545	200000 up

Number on brass plate on left horn of frame just in front of radiator

1922	35-B	6	3395	225001-225203
				125509-219332
	35-C	6	1495	130001-131308
				131502-131505
1923	Y	6	1185	Y-1000 and up

Number on right frame rail, in front of dash
1924 Superseded by Chrysler

Discontinued

CHAMPION (formerly Direct Drive)—Champion Motors Corp., Philadelphia, Pa.

Year	Model	Cyls.	Price	Serial Numbers
1918	....	4	....	101-113 demonstrating models only
1919	C & CS	4	$1150	C-100—C-216
1920	C-4	4	....	C-300 up

Number plate on body under seat

1920	Touring	4	$1350	100 to 299
1921	Tourist	4	1250	C-200—C-299
	Special	4	1595	CS200—CS299
1922	Production Limited			
1923	Touring	4	$895	C-400 and up

Number on inside dash on instrument board

Discontinued

CHANDLER — Chandler Motor Car Co., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1918	New Series	6	....	35001-65000
1919	New Series	6	....	65001 to 82000
1920	New Series	6	$1895	82001 to 106000

Number on right front engine arm up to car number 72000; cars numbered above 72000 the number is on frame under right headlight and fender

1921	6	6	$1785	106001 to 115000

Chandler cars are not listed by serial numbers for each year, but are classed as new series of current model

1922	6	6	$1595	115001-126000
1923	SS-29	6	1485	126001 and up
1924	33	6	1585	147001-148000
1925	33A	6	1595	148001-165000
1926	35	6	1490	165001 and up

Number stamped on right hand frame rail behind front fender iron

CHEVROLET—Chevrolet Motor Co., New York, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1918	490	4	$ 635	
	FA-5	4	935	
	D-4	8	1385	
	D-5	8	1385	
1919	FA-5	4	1045	
	D-4	8	1385	
	D-5	8	1385	
	FB-5	4	1135	
	490	4	735	
1920	FB-50	4	1135	
	490	4	735	
	T	4	1460	1-2284 to 1-4199
				2-2202 to 2-36617
				3-1301 to 3-1952
				6-1645 to 6-2362
				9-356 to 9-847
	FB Touring	4	1295	1-9385 to 1-20516
	FB Roadster	4	1270	2-4739 to 2-11448
	FB Sedan and Coupe	4	1855	3-54 to 3-1500
				6-1290 to 6-4990
				9-1336 to 9-4604
	490 Roadster	4	775	1-92475 to 1A-20160
	490 Touring	4	795	2-90422 to 2-A-23673
	490 Coupe	4	1170	3-47101 to 3-70100
	490 Sedan	4	1245	6-36885 to 6-51094
				7-25430 to 7-34200
				9-28154 to 9-40225
1921	490	4	645	
	FB	4	1185	
1922	490	4	525	59934-101981
	FB	4	975	2253-39556
1923	Superior	4	525	*A—*B
1924	Superior	4	510	*B—*F
1925	K	4	525	*F—*K
1926	Superior	4	525	*K—up

Number on plate under instrument board on dash
*As Chevrolet cars are numbered by manufacturing zones it is not possible to reproduce the numbers in such a way as to be of use to the dealer. In case of doubt write the Chevrolet Motor Co., General Motors Building, Detroit, Mich.
Number on dash
Note.—The numbers 1-2-3-6-7-9 before the serial numbers indicate the plant from which the car was made. No. 1 Plant, Flint; No. 2 Plant, New York and Tarrytown; No. 3 Plant, St. Louis; No. 6 Plant, Oakland; No. 7 Plant, Fort Worth; No. 9 Plant, Oshawa, Ont.; No. 10 Plant, Cincinnati, Ohio; No. 12 Plant, Buffalo, N. Y.; No. 21 Plant, Janesville, Wis.

CLEVELAND — Cleveland Automobile Co., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1919	40	6	$1385	1001 to 3999
1920	40 Touring	6	1385	4000 to 21189

CLEVELAND—(Continued)

Year	Model	Cyls.	Price	Serial Numbers
1921	40	6	1295	21190-24999
1922	41	6	1195	25000-34499

Number plate on right hand frame members about 12 inches in front of radiator; engine number front of crankcase under oil filler.

1923	42	6	$ 995	35000-49999
1924	42	6	1045	50000-59999
1925	43	6	1095	60000-70482
1925	31	6	895	C-2000 to C-4138

Number stamped on the outside of right hand front frame horn, and to the rear of the front spring bolt.

CHRYSLER—Maxwell Motor Co., Inc., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1924	B	6	$1395	1001 to 32812
1925	B	6	1395	32,813 and up

Number on plate on front of dash, also on left frame side member at rear spring horn.

CLIMBER — Climber Motor Corp., Little Rock, Ark.

Year	Model	Cyls.	Price	Serial Numbers
1920	T	4	$1465	213 to 320
	S	6	2395	1001 to 1112

Number on left front frame

1921	4	4	1385	T100-T390
	6	6	2250	S1000-S1400
1922	Production limited			
1923	4	4	1095	Production l't'd
1923	6	6	1695	Production l't'd

Number on left front frame horn and also on motor

Discontinued

COLE—Cole Motor Car Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	870	8	....	50000-59478
1919				
1920	870	8	....	59389 up
	870	8	$3250	
	871	8	3250	
	872	8	3250	59000 approximate to 65000 approximate
	878	8	4350	
	879	8	4450	
	883	8	4250	
	884	8	4450	
	885	8	4450	
1921	890	8	3250	
1922	890	8	2485	66875-68644
1923	890	8	2175	69650 and up

Number on right front spring hanger and under right front seat cushion.

Discontinued

COLUMBIA—Columbia Motors Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	C	6	$1350	2000-3199
	D	6	1450	501-889
	C-S	6	2445	1850-1950
1919	C	6	1600	3201-3389
	D	6	1745	1000-1132

Number on front seat heel board.

	E	6	$1845	101 up
	H	6	2850	100 up
	C-S	6	2445	1951-1968
1920	C	6	1695	4000 and up
	D	6	1845	1400 and up
	E-CS	6	2850	2000 and up
	H	6	....	100 and up
	E-CS-H	6	....	10000 and up
1921	DC & CS	6	1795	10000-20000
1922	8-R	6	1475	21400 up
	6-Y	6	985	1 up
1923	8-R	6	2175	21400 and up
1923	6-Y	6	1475	3331 and up

Number on upper toe board.

1924	42	6	1275	to 12000
1925	42	6	1275	12001-14000

Number on front seat bottom. Production limited.

COMET—Comet Automobile Co., Decatur, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1917-18	C-51	6	....	1-500
1919	C-52	6	....	500 up
1920	C-53	6	$2150	701 and up
1921	C-53	6	2450	

Number under hood on dash, left side.

Discontinued

COMMONWEALTH—Commonwealth Motors Co., Chicago, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	40	4	$ 995	DX732-DO883
1919	40	4	1395	41999
1920	42	4	1395	42000 to 44000
1921	44	4	1595	

Number plate on cowl.

1922 Production limited.

Discontinued

COURIER—Courier Motors Co., Sandusky, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1922	6	6	$1395	10000-10145
1923	6	6	1295	10150 and up

Number on left front spring horn.

Discontinued

CROW-ELKHART — Crow-Elkhart Motor Co., Elkhart, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	CE-32-34 & 36	4	$ 995	13296-15292
1919	CE-32-34 & 36	4	1095	15293-17411
	H-42-44 & 46	6	1355	
1920	S-65-64-63-67	6	1745	18900 to 19930
	L-65-64-63	4	1495	18901 to 19933
1921	L-63-65	4	1295	
	S-63-65	6	1545	

Number on seat frame under front cushion.

1922 Production limited.

Taken over by Century Motors Co., Elkhart, Ind.

Discontinued

CRAWFORD — Crawford Automobile Co., Hagerstown, Md.

Year	Model	Cyls.	Price	Serial Numbers
1918	18-40	6	$2250	1235-1294
1919	19-6-40	6	2500	1295-1337
1920	20-6-40	6	3000	1338 to 1650
1921	6-40	6	3000	

Number on seat next to door

1922	22-6-70	6	3000	1485-1570
1923	23-6-70	6	3100	1575 and up

See Dagmar

Number on floor boards under cowl.

Discontinued

CUNNINGHAM—Jas. Cunningham Son Co., Rochester, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1916	V-1	8	....	991-1297
1917	V-2	8	....	1298-1597
1918-19	V-3	8	....	1601-2300
1920	V-3	8	....	2451 to 3000
1921	V-4	8	....	3000 up
1922	V-4	8	....	3000 up
1923	V-4	8	$5800	3900 and up
1924	V-4	8	5800	
1925	V-4	8	6150	

Number on left frame member near radiator.

Do not use consecutive numbers. No yearly models.

DAGMAR (CRAWFORD)—Crawford Automobile Co., Hagerstown, Md.

Year	Model	Cyls.	Price	Serial Numbers
1922	6T	6	$3500	001-0043
1923	6T	6	3500	1525 and up
1924	6-70	6	3500	
1925	6J	6	3500	3000 up
1925	8R, S	6	1785	300 up

Number on floor boards under cowl.

DANIELS—Daniels Motor Car Co., Reading, Pa.

Year	Model	Cyls.	Price	Serial Numbers
1918	A	8	....	361-383
	B	8	....	561-741
1919	B	8	....	742-873

Number on top of front gear case cover; engine number on crankcase near distributer.

1920	D	8	$4500	1100 and up
	C	8	....	1000 and up
1921	D-19	8	5350	1100-1769
1922	D-19	8	4350	1838-2087
1923	38	6	4650	2090 and up
1924	24-38	8	6800	

Number on dash board on right hand side.

Discontinued

DAVIS—G. W. Davis Motor Car Co., Richmond, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	Six-H, I, L	6	$1485	Continental 7W, 5001-5600
	Six-K	6	1850	Continental 7W, 5001-5600
1919	Six-H, I, L	6	1685	
	Six-N & P	6	2300	5001-6000
	Six-J, M	6	2050	

Number on left rear motor arm.

1920	51	6	$2185	
	52	6	2225	
	53	6	2350	
	54	6	3185	6001 to 7885
	55	6	3185	
	56	6	2225	
	57	6	2350	
1921	D-19	8	5350	6001X to 8549
1922	71	6	1295	10000-10637
	61-67	6	1595	8891-9442
1923	71	6	1295	1000 and up
1923	63	6	1595	9211 and up

Numbers on left side of crankcase.

1924	63	6	1595	9526-9585
1924	71	6	1295	11240-12517
1924	80	6	1595	15001-15123

On frame above near right motor arm.

1925	90	6	1395	12518-13100
1925	91	6	1695	15124-15268

Numbers on left side of crankcase.

DISPATCH—Dispatch Motor Car Co., Minneapolis, Minn.

Year	Model	Cyls.	Price	Serial Numbers
1920	D-G-1	4	$1350	B-20-1 and up
	H-E	4	....	B-20-1 and up

Discontinued

DIRECT DRIVE—See Champion.

DIXIE FLYER—Kentucky Wagon Mfg. Co., Louisville, Ky.

Year	Model	Cyls.	Price	Serial Numbers
1918	L-S	4	$ 995	3500-5000
			1095	
1919	H-S-50	4	1365	5000 up
1920	H-S-50	4	1465	7001 to 11000
1921	H	4	1445	9000-10300
1922	H	4	1175	10300-12000

Number on dash at left hand spring horn.

Discontinued

DODGE BROTHERS—Dodge Brothers, Inc., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1917*	Series 18	4	$ 885	167699 to 268465
1918*	Series 19	4	985	268466 to 359300
1919*	Series 20	4	1085	359301 to 500160
1920*	Series 21	4	1185	500161 to 600884
1921*	Series 22	4	985	600885 to 740672
1922*	Series 23	4	880	740673 to 929893
1923*	Series 24	4	895	929894 1372706
1924*	Series 25	4	885	A-132707 to A-372474
1925*	Series 26	4		A-372475 and up

*Number on plate on toeboard, also on right frame member back of front spring rear bracket.

DORRIS—Dorris Motor Car Co., St. Louis, Mo.

Year	Model	Cyls.	Price	Serial Numbers
1918	I-C-6	6	$2985	8300-8392

Number on name plate left side of motor.

1919	6-80	6	$4350	8401-8674
1920	6-80	6	4350	8675 to 9000
				9017 to 9088
1921	6-80	6	4785	9089 to 9229
1922	6-80	6	3950	9230 to 9345
1923	6-80	6	3950	9346 to 9542
1924	6-80	6	4150	9543-9594

Serial number on top of crankcase.

Discontinued

DORT—Dort Motor Car Co., Flint, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918-19	M-8	4	$ 865	
	M-8C		1265	24369-49330
	M-11		865	Up to Oct. 4,
	M-11S		1265	1918
	M-11T		1000	
1920	M-15		985	
	M-15S		1535	49331 up
	M-10		985	
	M-10C		1535	

Number on frame under left head lamp, also on shroud board.

	15	4	$ 985	51673 to 77951

Starting number Nov. 1919. Ending Nov. 1920. Number on dash under hood.

1921	17-12	4	$ 985	80459 to 87850
1922	19-14	4	885	87856-95699
1923	18	4	885	95309 and up
1923	20	6	1025	102860 and up

Number on plate on left side dash.

Discontinued

DUESENBERG—Duesenberg Automobile & Motors Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1923	8-	8	$5500	598 to 950
1924	St. 8	8	6250	951 to 1000
1925	St. 8	8	6650	1001 up

Number on right hand side front dash.

DUPONT—Dupont Motors, Inc., Wilmington, Del.

Year	Model	Cyls.	Price	Serial Numbers
1921	A	4	$3400	
1922	A	4	3200	1-500

Serial numbers do not run consecutively.

Number on right side of upper crankcase.

1923	A	4	$2090	1 to 500
1923	C	6	2090	501 and up
1924	C	6	2090	1-480
1925	C	6	2090	1-480
1925	D	6	2600	481 up

Number on dash under cowl.

DURANT—Durant Motor Co., Elizabeth, N. J.

Year	Model	Cyls.	Price	Serial Numbers
1921	A-22	4	$ 890	1 to 2325
1922	A-22	4	890	
	B-22	6	1650	X100-4682

Number on plate on front dash under hood.

1923	A-22	4	890	1-8462
1923	B-22	6	1650	6761-29806
1924	A-22	4	890	8463-101572
1925	A-22	4	810	101573-102324

Number on right side of dash under hood.

As Durant cars are numbered by manufacturing zones, it is best to obtain serial numbers from Durant Motors, Inc., 1819 Broadway, New York City, N. Y.

EARL—Earl Motor, Inc., Jackson, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1921	40	4	$1095	70000 to 70433
1922	40	4	1095	70434-74363
1923	40	4	1095	74364 to 80401

Number on front of dash.

Discontinued

ELCAR—Elcar Motor Co., Elkhart, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	D, E, G	4	....	5000-5930
	D, E, G	6	....	10000-10860
1919	D, H, G	4	....	5931-9999
	D, H, G	6	....	10861-14999
1920	Touring	4	$1495	15000 and up
	Sportster	4	1495	15000 and up
	Coupe	4	2095	15000 and up
	Sedan	4	2195	15000 and up
	Touring	6	1795	25000 and up
	Sportster	6	2395	25000 and up
	Coupe	6	2395	25000 and up
	Sedan	6	2495	25000 and up

Number on dash.

1921	K-4	6	1300	20000-21000

ELCAR (Continued)

	7-R	6	1700	21000-32000
1922	K-4	4	1095	20000-25000
	7-R	6	1395	30000-33000
1923	4-40	4	995	25000 and up
1923	6-60	6	1395	33001 and up

Number on right rear spring horn.

1924	4-41	4	$ 995	
1924	6-51	6	1220	
1924	6-61	6	1585	
1924	8-80	8	2165	
1925	4-55	4	1095	
1925	6-65	6	1295	
1925	8-80	8	2265	

Do not use consecutive serial numbers.

ELGIN—Elgin Motor Car Corp., Argo, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	17	6	$1165	17-6965 –17-7400
	17	6	1235	17-7400 –17-7764
1919	H	6	1395	101-1500
	H	6	1485	1501-2600
1920	K	6	1485	K-2601 to K-10638

Number plate on 1916-1917 and 1918 models, located on dash, right side, under hood. On Series H models, number plate on right front side. On Series H sedan models, number plate on dash, right side.

1921	K-1	6	$1495	
1922	Production limited.			
1923	Production suspended.			

Discontinued

EMPIRE—Empire Automobile Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1917-18	50	4	$1125	50001 up
	70	6	1345	70001-70350
	70-A	6	1375	70A001-70A710
	73	6	1360	73001-73059

Number on heel board of front seat.

Discontinued

ESSEX—Essex Motors, Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918			....	A-5000, A-34999, A-35000, A-39999
1919	A	4	$1595	5000-25000
			1595	60000-63000
			2250	70000-75004
1920	5-A to 7-A	4	....	5000 to 52999
	5-A to 7-A	4	....	53000 to 59999
	5-A to 7-A	4	....	6000 to 68999
	5-A to 7-A	4	....	69000 to 69999
	5-A to 7-A	4	....	70000 to 83999
	5-A to 7-A	4	....	84000 to 84999
	5-A to 7-A	4	....	85000 to 89499
	5-A to 7-A	4	....	89500 to 89999
		4	....	600000 to 749999
		4	....	750000 to 779999
		4	....	800000 to 834999
	These numbers effective Dec. 1, 1920.	4	....	835000 to 839999
		4	....	840000 to 848999
		4	....	849000 to 849999
		4	....	850000 to 874999
		4	....	875000 to 876999
		4	....	900000 to 907999
		4	....	908000 to 909999
1921		4	1445	910000 and up
1922		4	1095	
1923	4	4	1045	
1923	6	6	975	100001 and up
1924	6	6	900	100001 to 499999
1925	6	6	765	

Serial number on dash.
Serial numbers are not designated on a yearly basis.

F. R. P.—Finley Robertson Porter Co., Port Jefferson, Long Island.

Year	Model	Cyls.	Price	Serial Numbers
1917	A-45 and B	4	$7000	1-100
1918	B-45	4	....	

Name changed to Porter.

Discontinued

FLINT—Flint Motor Co., Flint, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1923	6	6	$1195	
1924	55	6	$1075	1106 to 12279
1924	40	6	1075	501 to 6808
1925	40	6	1285	
1925	50	6	1595	

FORD—Ford Motor Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1915*	T	4	$440	855501-1362200
1916*	T	4	360	1362201–2113500
1917*	T	4	360	2113501–2756251
1918*	T	4	450	2756252–3277851
1919*	T	4		3277852–3429400
1920*	T	4	525	3659971 to 5638071
1922	T	4	348	5638072–6953071
1923	T	4	298	6953072–9008381
1924	T	4	290	9008382–10999900
1925	T	4	290	10999901

*First serial number effective August 1st.
Number stamped on left side cylinder block just above water inlet connection. Car and engine number the same from May 1, 1915.

FRANKLIN—H. H. Franklin Mfg. Co., Syracuse, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1917 1918 1919	B (Ser. 9)		....	29001 up
1920	S-9B Touring	6	$2850	68900 to 73476
	Sedan	6	3950	93852 to 95000
	Sedan	6	3950	95052 to 96500
	Sedan	6	3950	99101 to 99999
	Sedan	6	3950	80001 to 8345
	Brom.	6	3900	97371 to 98604
	4-Pass.	6	2850	41779 to 42427
	2-Pass.	6	2800	29843 to 30134
	Demi-Coupe	6	....	39101 to 39109
	Demi-Sedan	6	....	39500 to 39501
1921	9-B	6	2650	100000 and up
1922	10-B	6	1950	133001 up

Number on rear sill of body.

1923	10-B	6	1950	134013 and up
1924	10-C	6	1950	144589–151500

Number on plate on dash under hood.

1925	11	6	2650	151501 and up

Number on right side of crankcase above generator.

GARDNER—Gardner Motor Co., St. Louis, Mo.

Year	Model	Cyls.	Price	Serial Numbers
1920	G	4	$1125	1000 and up
1921	TRG	4	995	6498-10001
1922	TR	4	895	9674-A– 18001-A
1923	5	4	995	18002-B to 25033-B
1925	6-A	6	1395	35512 and up

Number on right hand side under front cushion.

GERONIMO—Geronimo Motor Co., Enid, Okla.

Year	Model	Cyls.	Price	Serial Numbers
1918	6A-45	6	$1550	400-500
1919	6A-45	6	1550	501-650

Number on front of cowl.

Discontinued

GLIDE—Bartholomew Co., Peoria, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	Lt. Six 40	6	$1665	10001-10555

Numbers on models up to 10000 on name plate inside channel of the front frame horn. Number on cars from 10000 to 10555 on instrument board.

Discontinued

GRANT—Grant Motor Car Corp., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1918	G	6	$1055	33001-40001
1919	....	6	1120	
1920	H	6	1550	50001 and up
	HY	6	1550	51700 and up
	HX	6	1785	51300 and up
1921	6	6	1550	

Number on dash under hood.

Discontinued

GRAY—Gray Motors Corp., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1922	N	4	$ 490	1000 to 6004
1923	N	4	520	6005 to 23840
1924	N	4	520	23841-50000
1924	O	4	630	50001-60736
1925	O	4	595	60737 and up

Number on left side of engine block, rear of water inlet.

H. C. S.—H. C. S. Motor Car Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1920	2	4	$2975	1-550
1921	3	4	2475	601-1419
1922	3	4	....	601-1699
1923	4	4	2400	1701 to 2200
1923	4	6	2650	3000 and up
1924	S-4M6	6	2750	3250 and up

Number on dash and on cross member of frame.
1925 Manufacturing taxicabs only.

HACKETT (Name changed to Lorraine in December, 1919)—Hackett Motor Car Co., Grand Rapids, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	5-pass.	4	$985	534-594
1919	5-pass.	4	1125	601-694

Number on dash under hood, and on end of frame.

Discontinued

HAL—Hal Motor Car Co., Cleveland, O.

Year	Model	Cyls.	Price	Serial Numbers
1918	25	12	$3600	

Discontinued

HALLADAY—The Halladay Motor Car Co., Attica, Ohio.

Year	Model	Cyls.	Price	Serial Numbers
1920	20	6	$1885	20001-20999
1921	21	6	1985	

Number on dash.

Discontinued

HANSON—Hanson Motor Co., Atlanta, Ga.

Year	Model	Cyls.	Price	Serial Numbers
1918	A-45	6	$1685	1001-1025
1919	A-45	6	1685	1026-1625
1920	....	6	....	1700 up

Number on right side heel board under front seat; engine numbers left side crank case.

1921	54-T	6	....	2395 to 2530
	60-S	6	$2285	4500 to 4615
1922	[illegible]	6	1585	9000 up

HANSON (Continued)

1923	66	6	1395	9000 and up

Number on left front seat riser.

Discontinued

HARROUN—Harroun Motor Sales Corp., Wayne, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	A-A-1	4	$ 895	550-2381
1919	A-A-1	4	995	2382-2624
1921	A-A-2	4	1195	

Number plate on right side front seat, under cushion.

Discontinued

HATFIELD—Cortland Cart & Carriage Co., Sidney, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1919	A-42	4	....	——678
1920	A-42	4	....	700 up
1921	A-42	4	$1493	....
1922	A-42	4	1345	....
1923	A-22	4	1345	....

Discontinued

HAYNES—Haynes Automobile Co., Kokomo, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	38-39	6	$2150 3250	29650 to 32893
	44	12	2910 3985	21000-24000
1919-20	45	6	2685 4200	32894 to 37999
	46	12	3450 4200	21364 to 21516

Number plate on cowl at extreme right; also on timing gear housing.

1920	47	6	....	38000 to 44185

Number on dash.

1921	48	12	$3635	....
	55	6	1985	46000 to 50700
	75	6	2395	75500 to 76800

Number between cylinder block and radiator on crank-case.

1922	75	6	$2395	....
	55	6	1595	....
	48	12	3595	....

Number on right hand front motor support.
Serial numbers did not run consecutively in 1922.

1923	60	6	$1295	54000 to 55083
1924	60	6	1600	55083-57000

Number on top of timing gear housing.

Discontinued

HOLLIER—Lewis Spring & Axle Co., Chelsea, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	186T	6	$1185	6194-7010
	188T	8	1385	
1919	206T	6	1785	10001-10083
1920	206B	6	1985	10083 up

Number on heel board of front seat.

Discontinued

HOWARD—See Lexington

HOLMES—Holmes Auto Co., Canton, O.

Year	Model	Cyls.	Price	Serial Numbers
1918	1	6	$2900	1-500
1919	2	6	2900	500 up
1920	3 Touring	6	3350	
	3 Roadster	6	....	19851 to 40000
	3 Sedan	6	....	
	3 Coupe	6	....	
1921	Series 4	6	3350	
1922	4	6	2500	40310 up

Number on right side rear end of frame.
1923 production limited.

Discontinued

HUDSON—Hudson Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	M	6	....	5000-97499
1919	O	6	....	5000-90999

Numbers on all cars in right hand frame. Also on left side dash under hood. Cars are not designated by yearly models but by a prefix letter such as H, J, M, O.

1920*	O	6	$2600	5000 to 364999
	O	6	....	370000 to 389999
1921*	Super 6	6	2250	400000 to 499999

*These numbers effective December, 1 respectively.

1922	6	6	$1645	....
1923	6	6	1375	....
1924	6	6	1400	500000-562016
1925	6	6	1200	562017 and up

Serial numbers are not designated on a yearly basis.
Number on plate on front of dash.

HUFFMAN—Huffman Bros. Motor Co., Elkhart, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1919	W	6	$1795	
1920	R	6	1995	1776 to 2814
1921	R	6	1795	2135 and up
1922	R	6	1395	

1923 production limited.
Number on left front frame horn.

Discontinued

HUPMOBILE—Hupp Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1915	K	4	$1200	52001-60000
	N	4	1085	

HUPMOBILE (Continued)

Year	Model	Cyls.	Price	Serial Numbers
1916	N	4	1185	
	N U	4	1340	
1917	N	4	1285	60000-87519
	N U	4	1440	
	N	4	1385	
	N U	4	1540	

Number plate on dash near speedometer.

1918	R	4	$1250 1350 1350	R1-R15000
1919	R	4	1335	R2001 up
	R3	4	1450	
1920	R-3	4	1685	29000 to 30000
	R-4	4	1685	30001 to 39999
	R-5	4	1685	40000 and up
1921	R	4	1485	47500-61100
1922	R	4	1250	61100-95000
1923	R	4	1175	95001 to 120000

Number on plate where steering column joins dash.

1924	R	4	1225	120001-150000
1925	R	4	1225	150001 and up
1925	E	8	1795	1 and up

INTERSTATE—Interstate Automobile Co., Muncie, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	T	4	$1000	19109 up

Number plate under front seat.
Discontinued

JACKSON—Jackson Automobile Co., Jackson, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	349	8	$1495 2195	
1920	6-38	6	$2150	25000 to 27842
1921	6-38	6	1950	

Number plate on dash or on front seat heel board.
Number on end of front seat.

1922	6-38	6	$1485	26392-26429
1923	Production limited.			

Number on right hand rear cross tube.
Discontinued

JEFFERY—Nash Motors Co., Kenosha, Wis.

Year	Model	Cyls.	Price	Serial Numbers
1917	472	4	$1095	61000-78000
	671	6	1465	86000-96000

For later models, see Nash.
Number to left of front frame cross member.
Discontinued

JEWETT—Paige-Detroit Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1922	6	6	$1065	10000-27000
1923	6	6	1065	27001-60000
1924	6	6	1135	60001-102595

Number on left side crankcase.

1925	6	6	1320	102596 and up

Number under front seat.

JONES—Jones Motor Car Co., Wichita, Kans.

Year	Model	Cyls.	Price	Serial Numbers
1918	27-A, 29-D	6	....	5001-6000
1919-20	27-A-E	6	....	6001 up

Number under the hood, on right side of cowl board, and stamped on ends of both front spring hangers.
Discontinued

JORDAN—Jordan Motor Car Co., Cleveland, Ohio.

Year	Model	Cyls.	Price	Serial Numbers
1918	60	6	$1995	3001 to 5049
1919	F	6	2775	5401 to 7250
1920	M	6	2450	10701 to 13500
1921	M	6	2250	13501 to 15491

Number under hood.

1922	MX	6	1795	20001 to 25000

Number on left hand side of front cross member.

1923	MX	6	$1675	25001 to 31700
1923	H	6	1995	35001 to 38000
1924	MX	6	1675	31701 to 33320
1924	H	6	1995	38001 to 38341
1924	K	6	1775	50001 to 51400
1924	L	6	2095	40001 to 41800
1925	K	6	2385	51401 and up
1925	L	6	2095	41801 and up
1925	A-8	8	2275	60001 to 64200

KELSEY—Kelsey Motor Co., Newark, N. J.

Year	Model	Cyls.	Price	Serial Numbers
1921	GWOV	6	$1800	102-110
1922	G & B	4	985	1000-1016 4000-4081
1923	G	4	1150	1017 to 1057

Number on left hand side of instrument board.
Discontinued

KING—King Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	F	8	$2150	20001-25000
1919	G	8	2350	3001-30629 32976, 36378, 35022
1920	H	8	....	H-1, H-2001, H-4001 and H-5001 up

Numbers on dash plate, except 1915 models, which are on heel board under front seat.

1920	Touring	8	....	1000 to 2000
	Foursome	8	....	2001 to 4000
	Road King	8	....	4001 to 5000
	Limousine	8	....	5001 to 6000
1921	J	8	$2725	JT1001 and

KING (Continued)

Year	Model	Cyls.	Price	Serial Numbers
				KF3001
1922	K	8	1795	KT-3501 up
1923	L	8	1595	....

Number below cushion on heel board.
Discontinued

KISSEL—Kissel Motor Car Co., Hartford, Wis.

Year	Model	Cyls.	Price	Serial Numbers
1918	100 pt. 6	6	$1495	
	Double 6	12	2250	
1919	Cus. Bld.	6	2875	45-101 up
	Cus. Bld.	6	2450	45-200 up
1920	Cus. Bld.	6	3475	
1921	45	6	3475	
1922	45	6	1885	
1923	55	6	1585	100 and up
1924	55	6	1685	
1925	55	6	1685	
1925	75	8	1985	

Number plate on dash under hood. On models built since 1915 car number stamped on front end right frame member adjacent to right head lamp. Engine number on right front motor arm. Numbers are not given in years, as the numbers do not close one year to begin another.

KLINE—Kline Car Corp., Richmond, Va.

Year	Model	Cyls.	Price	Serial Numbe
1918	6-38GA	6	$1495	5000-5800
1919	6-42	6	1865	6000-7000
1919-20	6-55-J	6	1965	7000 to 7999
			2290	7000 to 7999
1921	55-K	6	2290	
1922	6-55-K	6	1690	8000-8499
1923	6-60	6	1690	9000 and up

Number plate on right front seat floor board.
Discontinued

LAFAYETTE—LaFayette Motors Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1920	134	8	$5625	1001 and up
1922	134	8	4850	

Number on front floor board.

1922	134	8	$4090	1731-2284
1923	134	8	5000	2284-2624
1924	134	8	5000	2625 and up

Number on front motor leg, right side.
Discontinued

LEACH—Leach-Biltwell Motor Car Co., Los Angeles, Cal.

Year	Model	Cyls.	Price	Serial Numbers
1921	999	6	$5200	8000 to 975
1922	Production limited.			

On instrument under hood.
Discontinued

LEXINGTON (Formerly Howard)—Lexington Motor Co., Connersville, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	O	6	$1345	
	R	6	1585–1685	
1919	R-19	6	$1785	17296
1920	S	6	1885	18001 up
1921	S	6	1885	19001 and up
	T	6	2785	30001 and up
1922	S	6	2100	26548-26592
	T	6	2285	31120-31308
1923	23	6	1795	37251-39999
1924	CC	6	1495	50000 and up
1924	MM	6	1995	40000 and up
1925	Con.	6	1595	to 50800
1925	M. Man.	6	2095	to 40600
1925	6-50	6	1795	50801 and up

Number plate on dash under hood, on left front spring crown, left rear motor arm, and on right side of rear side rail.
Number on right front spring hanger.

LIBERTY—Liberty Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	10-B	6	....	33501-36450
1919	10-B	6	....	36451-42250
1920	10-C	6	$1985	50500 up

Numbers on left side front frame end; motor numbers, 21001 to 27001, on left side of motor.

1921	10-C	6	$1795	54000-56000
1922	10-D	6	1395	56000-58400
1923	Production suspended.			

Number on left side frame channel just ahead of radiator.
Discontinued

LENOX—Lenox Motor Car Co., Lenox, Mass.

Year	Model	Cyls.	Price	Serial Numbers
1918	Ser. 33	6	$2550	2554

Discontinued

LINCOLN—Lincoln Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1920	....	8	$4600	1 and up
1921	....	8	4300	835-3151
1922	....	8	3800	3152-8709

Number on front of dash on right side.

1923	8	8	$3800	8710-16434
1924	8	8	4000	16435-23612
1925	8	8	4000	23613 and up

Number on left side crankcase between No. 1 and No. 2 Cylinders.

LOCOMOBILE—Locomobile Co. of America, Bridgeport, Conn.

Year	Model	Cyls.	Price	Serial Numbers
1915	38 R-5	6	$4400	
	48 M-5	6	5100	(Decline to give
1916	38	6	4400	serial numbers)
	48	6	5100	
1917	38	6	4600	
	48	6	4600	
1918	38	6	5000	
	48	6	5950	
1919	38	6	....	
	48	6	....	
1920	38	6	....	
	48	6	8100	17001 and up
1921	..	6	8600	
1922	48	6	7600	18101 up
1923	48	6	7400	18101 and up
1924	48	6	7400	1810-18999
1925	48	6	7460	19000 and up

Number on right side of dash column.

1925	Jr. 8	8	1785	101 and up

Number on engine side of dash.

LORRAINE (Previous to 1920, see Hackett)—Lorraine Motors Corp., Grand Rapids, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1920	20T	4	$1575	999 to 1999

Number on dash.

1921	21T	4	1665	999 and up

Discontinued

MAIBOHM—Maibohm Motors Co., Sandusky, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1918	B	6	$1290	501-2350
1919	B	6	1395	2351-6200
1920	B	6	1495	6300-8299

Number plate on left side engine. Engine number same as car number.
Name changed to Courier.
Discontinued

McFARLAN—McFarlan Motor Corp., Connersville, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1916	107	6	$2900	9000-10000
1917	127	6	3200	10000-11000
1918	127	6	3900 4300	18000 up
1919	127	6	....	19000-19999
1920	142-151	6	4800	20000-21000
1921	21	6	6300	
1922	....	6	6300	21000-21500
1923	TV	6	5600	21500-22000

Number plate on dash and on right frame horn.

1924	TV	6	5700	23000-23249
1924	SV	6	2650	100-399
1925	SV	6	2650	400 and up
1925	TV	6	5700	23250 and up
1925	St. 8	8	2650	1000 and up

MARMON—Nordyke & Marmon Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1917	34	6	$3100 5500	317002-817000
1918	34	6	3550 6500	418002-818000
1919	34	6	3950 5750	419001-819001
1920	34	6	4650 6450	2200001-8200001
1921	34	6	3985	2220001-12220001
1922	34	6	3185	
1923	34	6	3185	
1924	34	6	3185	
1925	74	6	3165	

Numbers on heel board of driver's seat and on left side of main frame.
Serial numbers run according to body style and not consecutively.

MAXWELL—Maxwell-Chalmers Motor Co., Detroit, Mich. (See Chrysler Motors)

Year	Model	Cyls.	Price	Serial Numbers
1918	25 7-1-17	4	$655	
	8-6-17	4	745	193801-239822
	3-1-18	4	825	
1919	25 7-1-18	4	825	
	10-4-18	4	895	239823-266800
1920	25 7-1-19	4	895	266801 up
	7-12-19	4	985	
1921	25	4	845	329691 and up
1922	..	4	885	341708-388529
1923	25	4	885	388530
1924	25c	4	895	444232-492824
1925	25c	4	895	492825 and up

Superseded by Chrysler 4.
Number plate on front of driver's seat.
Discontinued

MERCER—Mercer Automobile Co., Trenton, N. J.

Year	Model	Cyls.	Price	Serial Numbers
1918	Series 4	4	$4200 4500	4100-4600
1919	Series 5	4	4200 4500	4600 up
1920	Series 5	4	4950	9001 and up
1921	Series 5	4	4500	12000-16500
1922	Series 5	4	3950	16500-19640
1923	Series 5	4	3950	19641 and up
1923	Series 6	6	3750	20240-20258
1924	Series 6	6	4500	21000 and up

MERCER (Continued)

Year	Model	Cyls.	Price	Serial Numbers
1925	Series 6	6	4500	21000 and up

Number on right hand rear spring hanger.
Discontinued

METEOR—Meteor Motors, Inc., Philadelphia, Pa.

Year	Model	Cyls.	Price	Serial Numbers
1920	R	4	$5000	625 and up
1921	R& RR	4	5500	

Number attached to clutch.
Discontinued

METZ—Metz Company, Waltham, Mass.

Year	Model	Cyls.	Price	Serial Numbers
1919	Master Six	6	1695	45015-47508
1920	Master Six	6	1995	50646-51527
1921	M-6	6	$1995	

Number same as motor number and is found on side of motor.
Discontinued

MITCHELL—Mitchell Motors Co., Racine, Wis.

Year	Model	Cyls.	Price	Serial Numbers
1918	C-42	6	....	90000-95000
1919	E-42	6	....	95501-96495
1920	E-40	6	$1475	97001-106400
	E-42	6	1675	95501-96500
	F-40	6	1750	1 and up
	F-42	6	1995	12001 and up
1921	F-40	6	1790	7001 and up
	F-42	6	1995	12001 and up
1922	F-50	6	1490	30000 up
1923	F-50	6	1590	30000 and up

Number on toe board. Serial numbers not carried under yearly designations.
Discontinued

MOLINE—Root & Vandevoort Engine Co., East Moline, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	G-50	4	$2250	8331-8450
	L-40	4	2000	11000-11220
			2500	
1919	G-50	4	2250	8451-8999
	L-40	4	2000	11221-11600
			2500	

Name changed to R & V Knight in December, 1919.
Name on dash plate and on front left side of engine.
Discontinued

MONITOR—Monitor Motor Car Co., Columbus, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1920	M	6	$1575	3316-4200

Number on end of right side.
Discontinued

MONROE (Indianapolis)—Monroe Automobile Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1919	S-9	4	$1295	 16609
1920	S-9	4	1195	15599-18374
	S-10	4	1195	
1921	S-10	4	1295	
1922	S-11	4	950	18665-18989
1923	S-10	4	950	19000 and up

Number under hood right side of dash.
Discontinued

MONROE (Pontiac, Mich.)—Monroe Automobile Co., Pontiac, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	M-4	4	$995	

Discontinued

MOON—Moon Motor Car Co., St. Louis, Mo.

Year	Model	Cyls.	Price	Serial Numbers
1918	6-36		....	36226-36996
			....	36000-36225
	6-66		....	66885-67043
1919	6-46 Victory		....	46001-47551
	6-66		....	67044-66078
1920	6-48	6	$1885	48001-49317
	6-68	6	....	68101-68286
1921	6-48	6	2185	68286 and up
1922	6-40	6	1295	40001-44748
	6-58	6	1785	58001-58474
1923	6-40	6	1295	44700 and up
1923	6-58	6	1785	58500 and up
1924	Series A	6	1195	
1924	Metropolitan	6	1515	
1924	Newport	6	1495	
1924	London	6	1985	

Number on dash.

MOORE—Moore Motor Vehicle Co., Danville, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1919	30	4	$ 895	1600
		4	995	7000 8149
		4	1095	8000
1920	30	4	1095	8150 up

Number under hood on right side of body, engine number on right side of engine.
Discontinued

MURRAY MACK—Murray Mack Motor Car Co., Boston, Mass.

Year	Model	Cyls.	Price	Serial Numbers
1921	80T	6	$4250	1050-1250
1922	Production limited.			

Number on dash under hood.
Discontinued

NASH (formerly Jeffery)—Nash Motors Co., Kenosha, Wis.

Year	Model	Cyls.	Price	Serial Numbers
	681, 5-P Spt.	6	....	100101-100114
	681	6	....	100612-111600
				127851-131825
	682, 7-P Tr.	6	....	111601-113601
	683	6	....	121001-122500
	684, Sedan	6	....	100108-100611
				119851-121000
				144331 up
	685, Coupe	6	....	94501-95000
				119913-119928
				144806-145405
				131851, 133251,
				133351 up
	687, 4-P Rd.	..	....	Serial numbers on application
1921	681-7	6	$1545	188437-195753
	682	6	1695	181130-208440
	41-4	4	1195	1345-7193
1922	601	6	1390	195754 up
	41-4	4	985	4511 up
1923	41	4	935	19436 and up
1923	691	6	1240	256987 and up
1924	691-698	6	1240	240423 and up
1924	41-49	4	935	34577 and up
1925	Advanced	6	1375	288001 and up
1925	Special	6	1095	51001 and up

On the 6-cyl. models the numbers do not run consecutively, but by body styles.
Number on left front cross member, just back of radiator.

NATIONAL—National Motor Car & Vehicle Corp., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	AK-2	12	$2750	25551-27000
	AF-3	6	2150	27001-28000
1919	AL	6	2450	28001-28979
	AM	12	3050	32000-32148
1920	BB	6	3290	60000 up
	Sextet (6)	6	....	32149 and up
1921	BB	6	2990	
1922	BB	6	2475	60001 up
1923	BB	6	2475	63001 and up

The serial number on the left side of the frame either under the front or rear fender.
Discontinued

NELSON—E. A. Nelson Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	D	4	$1450	1112-1187
1919	D	4	1500	1188 up
1920	D	4	1700	1213-1500
1921	D	4	1900	

Number on dash plate; engine number top of right front crankcase arm.
Discontinued

NOMA—Noma Motors Corp., New York, N.Y.

Year	Model	Cyls.	Price	Serial Numbers
1920	1	6	$2900	300-600
1921	1C	6	3200	600 and up
1922	3C	6	2100	2000 and up
1923	4C	6	2500	3000 and up

Number on front spring.
Discontinued

NORWALK—Norwalk Motor Car Co., Martinsburg, W. Va.

Year	Model	Cyls.	Price	Serial Numbers
1920	4-30	4	....	9000-9872
1921	430KS	4	$1135	3040 and up

Number on dash.
Discontinued

OAKLAND—Oakland Motor Car Co., Pontiac, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	34-B	6	$1185	3000134 up
1919	34-B	6	1075	1169934
1920	34-C	6	1165	11700134 to 15235634

1918 number on heel board; 1919 on heel board and on right rear side member.

1921	34-C	6	$1145	15235634 to 16755034
1922	34-D	6	1145	11700134 to 16755034

Number on frame opposite left rear wheel.

1923	6-44	6	$ 995	1025144 to 4115244
1924	6-54	6	995	1-54 to 3707054
1925	6-54	6	1095	3710054-to 6452354
1926	O. S.	6	1025	6460154 and up

Number on frame opposite right rear wheel.

OLDSMOBILE—Olds Motor Works, Lansing, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	45A	8	$1700	135277-142999
				145000-149999
1919	37A	6	1395	37AT1 & 37AR1 up
			1895	37AS1 & 37AC1 up
	45B		1895	45BT1, 45BP1 & 45BS1 up
1920	45-B Tour.	8	1395	45-B-T-1 to 45-B-T-8297
	45-B-P Sport	8	....	45-B-P-1 to 45-B-T-3062
	45-B-R-T Tour.	8	....	45-B-R-T-1 to 45-B-R-T-599

OLDSMOBILE (Continued)

Year	Model	Cyls.	Price	Serial Numbers
	45-B Sedan	8	....	45-B-S-1 to 45-B-S-1032
1921	43A	4	1445	7 to 10786
	47	8	1695	1 to 1990
	46	8	2100	49 to 625
1922	46	8	1735	
	47	8	1595	
	42A	4	1145	
1923	43A	4	975	43AT1 and up
1923	47	8	1375	47T1 and up
1924	30	6	890	B-30T-1 and up
1925	30	6	875	C-30T-1 and up

Numbers on right, on cowl under hood, on brass plate. Numbers do not run in consecutive order, but according to body styles.

OLYMPIAN—Friend Motors Corp., Pontiac, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1920	....	4	$1585	6000-

Serial number on dash.
Discontinued

OVERLAND—Willys-Overland, Inc., Toledo, Ohio

Manufacturers do not wish to publish any data of this description. For information, write Willys-Overland, Inc., Toledo, Ohio.

OWEN-MAGNETIC—Baker R. & L. Co., Cleveland, O.

Year	Model	Cyls.	Price	Serial Numbers
1918-19	O-36	6	$3950	501-1299
1918-19	W-42	6	5500	1800

Discontinued

PACKARD—Packard Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1915	3-38	6	3750	75026-76999
	5-48	6	4850	78026-78586
1916	1-25	12	2750	80026-87787
	1-35	12	....	
	2-25	12	....	125051-150000
1916	2-35	12	....	
1917	2-25	12	3050	
	2-35	12	3500	
1918	3-25	12	3700	150051 up
	3-35	12	4100	
1919	3-25	12	3950	
	3-35	12	4300	
1920	Twin Six	12	5550	160130-165662

Number on right front leg of motor.

1921	Single Six	6	$2975	U26 to 8850
	Twin Six	12	6000	S20000 and up
1922	Single Six	6	2485	U9000 up
	Twin Six	12	3850	S21000 up

Number on plate on dash directly back of change speed lever.

1923	126	6	$2585	M-25000 and up
1923	136	8	3650	200000 and up
1924	126-133	6	2585	37000 and up
1924	136-143	8	3650	200000 and up
1925	326-333	6	2585	49501 and up
1925	236-243	8	2785	20900 and up

Number on plate at left rear side of dash.

PAIGE—Paige-Detroit Motor Car Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	39	6	$1395	102001 up
	39	6	1690	102001 up
1917-18	51	6	1495	70000-74999
	55	6	2060	75000-79500
1919	55	6	2060	82001 up
	55	6	2165	82001 up

Number plate under left front seat cushion.

1920	15-19	6	$1595	200000 and up
	M-18	6	2195	118000 and up

Serial and motor numbers are together on the left side of motor.

1921	6-42	6	$1635	211903-217507
	6-66	6	2875	126314-130948
1922	6-44	6	1465	217480 up
	6-66	6	2245	130950 up
1923	6-70	6	2450	140000-143114

Number under right hand front seat.

1924	6	6	$1895	143115-149896
1925	6	6	2165	149897 and up

PAN-AMERICAN—Pan American Motors Corp., Decatur, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	E-6-48	6	$1800	500-1200

Number on frame horn.

1919	E-6-48			
	F-6-48	6	....	3000-3322
	G-6-48			
1920	E-6-55	6	2250	3000 and up

Number on left front spring hanger.
Discontinued

PATERSON—W. A. Paterson Co., Flint, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918-19	6-46	6	....	6869-9504
1920	6-47	6	....	1201 up 12101 up
	6-50	6	$2100	1500 and up
	6-50	6	2130	
	6-50 Sedan	6	3300	18000 and up
	Coupe		3300	18100 and up
1921	6-50 6 Tour.		1925	15000-15690
	Sedan		2895	18001 and up

PATERSON (Continued)

Year	Model	Cyls.	Price	Serial Numbers
1922	6-52	6	1550	
1923	6-52	6	1390	

Number on left side of seat.

Discontinued

PEERLESS—Peerless Motor Car Co., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1916	Series 1	8	$1890	16001-169000
1917	Series 2 & 3	8	1890	170001-179000
1918	Series 4	8	2340	230001 up
1919	Series 5	8	2900	260000-266900
1920	Series 6	8	3050	

Since 1916 series models instead of yearly models adopted.

Number on dash.

1921	56-S-7	8	$2990	268558-271000
1922	56-S-7	8	2790	271001-273787
1923	66	8	2990	A-1 and up
1924	66	8	2690	288219-289658 329501-329625
1924	67	8	3285	299501-301700
1924	70	6	2185	301701 and up
1925	70	6	2185	329626 and up
1925	67	8	2945	302501-305900
1925	72	6	1895	305901 and up
1926	72	6	1895	350501 and up
1926	80	6	....	

Number on metal plate attached to dash.

Numbers run according to body styles, and not consecutively.

PETERS—Peters Motor Corp., Bethlehem, Pa.

Year	Model	Cyls.	Price	Serial Numbers
1920	....	2	$ 375	1000-A

Serial numbers on cylinder wall and dash panel.

Discontinued

PIEDMONT—Piedmont Motor Car Co., Lynchburg, Va.

Year	Model	Cyls.	Price	Serial Numbers
1918	4-30	4	$1095	500-1000
	6-40	6	1545	1000-1200
1919	4-30	4	1235	1200-2500
	6-40	6	1685	2500-3000

After Dec. 15, 1919, number on main floor board.

1920	4-30	4	$1395	1800 to 3000
	6-40	6	1695	

Number on dash.

Discontinued

PIERCE-ARROW—Pierce-Arrow Motor Car Co., Buffalo, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1915	38-C3	6	$4300	34701-35450
	48-B3	6	5000	12301-13050
	66-A3	6	6000	67050-67150
1916	38-C3	6	4300	35601-36350
	48-B3	6	5000	13051-13550
	66-A3	6	6000	67050-67150
	38-C4	6	4300	36601-37605
	48-B4	6	5000	13901-14900
	66-A4	6	6000	67201-67405
1917	38-C4	6	4300	37701-38701
	48-B4	6	5000	15001-16000
	66-A4	6	6000	67499-67800
1918	48-B4	6	5000	16001-16400
	48-B5	6	6500	16401-17400
1919	48 H. P.	6	7750	511001-511375 512001-512375 513001-513300
	38 H. P.	6	7250	311001-311375 312001-312375
1920	38	6	7250	313001-313500
	38	6	....	314001-314500
	48	6	7750	514001-514500
	48	6	....	515001-515700
1921	..	6	7500	321001-322999
1922	33	6	5250	331001-335500

Number beneath left front door.

1923	33	6	$5250	336001-338500
1924	33	6	5250	336001 and up
1924	80	6	2895	801001 and up
1924	33	6	5250	338001 and up
1925	80	6	2895	801001 and up
1925	33	6	5250	34000 and up

Number on plate below driver's seat.

PILOT—Pilot Motor Car Co., Richmond, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	6-45	6	$1295	3000-3575
1919	6-45	6	1650	3575 up

Number on left frame horn.

1920	6-45	6	1895	4380-5044
1921	6-45	6	1895	
	6-50	6	2285	
1922	6-45	6	....	5189-5300
	6-50	6	2000	6200-6499
1923	6-50	6	1695	6500 and up

Number on left front frame horn.

Discontinued

PORTER (Previous to 1919, see F. R. P.)—American & British Mfg. Corp., Bridgeport, Conn.

Year	Model	Cyls.	Price	Serial Numbers
1919-20	46	4	$6750	110-519

Number on right hand front spring.

1921	40	6	$6750	519 and up

Discontinued

PREMIER—Premier Motor Corp., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	6C	6	$3200	3501-4511
1919	6C	6	3200	
1920	6D	6	4600	5011 and up

1912 to 1916, inclusive, number left frame member, center and near step hanger.

1921	6-D	6	$3690	5001-6799
1922	6-D	6	3100	6800-6845
1923	D	6	2585	6845 and up
1924	6D	6	2935	8001 to 8099

Number under front cushion on left side right or starting crank on front cross member, and on front spring hanger.

Discontinued

PREMOCAR—Preston Motor Corp., Birmingham, Ala.

Year	Model	Cyls.	Price	Serial Numbers
1921	6-40A	6	$1295	
1922	6-40	6	1095	
1923	6-40	6	1095	

Discontinued

RANGER—Southern Motor Mfg. Co., Houston, Texas

Year	Model	Cyls.	Price	Serial Numbers
1920	A-20	4	....	1001-1300

Discontinued

R. & V. KNIGHT—R. & V. Knight Motor Co., East Moline, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1920	J	6	$3150	20000-20700
1921	J	6	3350	20701-21000
1921	R	4	2150	50000-50700
1922	J	6	2750	21001-21999
1922	R	4	1850	50701-50999
1923	J	6	2475	22000-22050
1923	R	4	1665	51000-52000
1923	H	6	2850	22051-22450

Number plate on dash or on right or left hand side of motor.

Discontinued

REO—Reo Motor Car Co., Lansing, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1917	R-5, S-5	4	$ 875	96001 up
	M, N	6	1150	10201 up
1918	M	6	1385	20100 up
1920	T-6 Tour.	6	1750	
	T-6 Sedan	6	2750	12001 and up
	U-6 Rd.	6	1750	
	U-6 Coupe	6	2750	
1921	T-6	6	1850	
1922	T-6	6	1595	37800-49500
1923	T-6	6	1335	49500 and up
1924	T-6	6	1595	64504 to 75850
1925*	T-6	6	1595	75851 to 83993
1925	T-6	6	1395	83994 and up

Number on right forward end of sub frame.

*To August 1.

REVERE—Revere Motor Car Corp., Logansport, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1920	C-D	4	$4250	
1921	C	4	4650	
1922	C	4	3200	1600-1653
1923	M	4	3200	1660 and up
1924	M	4	3200	1667 and up
1925	M	4	3200	
1925	25	6	2750	

Number on left side front cross members.

RICKENBACKER—Rickenbacker Motor Co., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1922	A	6	$1485	1-5000
1923	B	6	1485	5001-13595
1924	C	6	1595	13596-19703
1924	A-8	8	2195	25001-26928
1925	E	6	1495	47000 and up
1925	B	8	1995	27000 and up

Number on plate at heel board, left side.

ROAMER—Roamer Motor Car Co., Kalamazoo, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	All	4 & 6	....	13751-16970
1919	All	6	....	16971 up
1921	654-E	6	$2650	

Number on dash board.

1922	6-54E	6	2585	23020-24644
	4-75E	4	3585	23020-24644
1923-24	654-E	6	2485	
1923-24	475-E	6	3485	

Serial numbers do not run consecutively.

1925	6-50	6	$1295	36000-36999
1925	8-88	8	2495	80000-80999

Number on front right side rail.

ROCK FALLS—Rock Falls Mfg. Co., Sterling, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1920	12	6	....	12001 and up

Number over motor's manufacturing plate.

Discontinued

ROLLIN—Rollin Motors Co., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Number
1924	G	4	$1155	101-6202
1925	G	4	1155	6203 and up

Productions Suspended

ROLLS ROYCE—Rolls Royce of America, Springfield, Mass.

Serial numbers strictly confidential; refer factory, Springfield, Mass.

SAXON—Saxon Motor Car Corp., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	Y-18-R	6	$1195	101
	Y-18-T	6	1195	1201
1919	Y-18-T	6	1295	7650 up
	Y-18-R	6	1295	1031 up
1920	125	6	1195	90001 and up

Number on top of the left hand frame side bar next to radiator.

1921	125	4	$1495	

Discontinued

SAYERS—Sayers & Scoville Co., Cincinnati, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1918	P	6	$1695	5100-5300
1919	A-P	6	1745	5301-5700
	B-P			
1920	C-P	6	2095	5701-6000
	D-P	6	2195	6001-6600
1921	D-P	6	2195	6350-7000
1922	D-P	6	1695	7001-7100
1923	D-P	6	1695	7101-7413

Number on cowl under hood.

Discontinued

SCRIPPS-BOOTH—Scripps-Booth Corp., Detroit, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1918	G	4	$1065	801-1800
	H	8	1285	2-325

Number plate on heel board, right hand seat.

	6-39	6	$1295	9001-11599
	6-40	6	1295	9002-11599
	6-41	6	1985	11432-11599
	6-42	6	1985	11434-11599

Number plate on seat board under front seat cushion.

1919	G	4	$1065	1801-3000
	6-39	6	1295	11600

Number plate on right seat heel board.

	6-40	6	$1295	11600-18759
	6-41	6	1985	11600-12432
	6-42	6	1985	11600-16419
	A-41	6	2175	16420 up
	A-42	6	1995	18410 up
1920	B-39	6	1425	
	B-40	6	1425	20250-29360
	B-41	6	2175	
	B-42	6	2295	

Serial numbers under cushion of front seat.

1921	B39-42	6	$1295	29360 and up

Discontinued

SENECA—Seneca Motor Car Co., Fostoria, Ohio.

Year	Model	Cyls.	Price	Serial Numbers
1918	D	4	....	1000-2000
1919	H			
1920	L	4	$1185	
	O	4	....	2001 up
	M	4	....	
1921	L & O	4	1045	2420-2999
1922	50, 51	4	1095	3001-3900
1923	51-C	4	985	4001 and up

Number on dash and under hood and on left frame rail in front of radiator.

Discontinued

SHAD-WYCK—Shadburne Bros., Inc., Chicago, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	C	6	$3500	601-700
1919	D	6	4000	701-900
1920	E	6	4000	901-1100
1921	F	6	4000	1101-1250
1922	G	6	4000	1251-1400
1923	H	6	4000	1401-1650

Discontinued

SIMPLEX—Wright-Martin Aircraft Corp., Simplex Automobile Division, Long Island City, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1917	5	6	$6000	2254-2299
1918	5	6	6000	2300-2357

Serial numbers on dash plate.

Discontinued

SINGER—Singer Motor Co., Inc., Mt. Vernon, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1918	17	6	....	77903-77904
1919	19	6	....	19000-19940
1920	20	12	....	20101 up

Number on front spring, front horn bracket.

Discontinued

SKELTON—Skelton Motors Corp., St. Louis, Mo.

Year	Model	Cyls.	Price	Serial Numbers
1920	35	4	$1245	500 up
	35	4	1295	500 up
1921	35	4	1295	

Discontinued

SOUTHERN SIX—Southern Automobile Mfg. Co., Memphis, Tenn.

Year	Model	Cyls.	Price	Serial Numbers
1920	6-60	6	$2995	T-100

SOUTHERN SIX (Continued)
Yearly serials discontinued. Further information obtainable from manufacturer.
Discontinued

SPACKE—The Spacke Machine & Tool Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1920	S-21	2	$ 345	1-1500

(Changed in late 1920 to Brook). Serial numbers on name plate on dash.
Discontinued

STANDARD—Standard Steel Car Co., Pittsburgh, Pa.

Year	Model	Cyls.	Price	Serial Numbers
1918	G	8	$2750	600-1099
1919	H	8	2750	1100-1599
1920	I	8	3400	1600-3605
1921	J	8	3400	
1922	98	8	2500	10000 up
1923	99	8	2500	10000 up

Number plate on dash; engine numbers on up crankcase.
Discontinued

STANLEY—Stanley Motor Carriage Co., Newton, Mass. 1925. Address—Allentown, Pa.

Year	Model	Cyls.	Price	Serial Numbers
1918	735 & 736	2	$2800-3740	18001-18999
1920	735	2	4275	19001-19999
	735-A	2	4275	19424-20251
	735-B	2	4275	
	735-C	2	5975	
	735-D	2	5775	
1921	735	2	2600	21001 and up
1922	740	2	2700	22001-22115 22201-22447
1923	740	2	2750	23000 and up
1924	750	2	2750	24000 and up
1925	252	2	2500	

Number on name plate on chassis frame.

STANWOOD SIX—Stanwood Motor Car Co., St. Louis, Mo.

Year	Model	Cyls.	Price	Serial Numbers
1921	6	6	$2050	
1922	6	6	1765	

Discontinued

STAR—Durant Motors Co., Long Island City, N. Y.

Year	Model	Cyls.	Price	Serial Numbers
1923	4	4	$443	1-119987
1924	F	4	540	200000-260016
1925	F	4	540	260017-289986

Number on dash under hood.
As Star cars are numbered by manufacturing zones, it is best to obtain serial numbers from Durant Motor Co., Long Island City, N. Y.

STEARNS-KNIGHT—F. B. Stearns Co. Cleveland, Ohio.

Year	Model	Cyls.	Price	Serial Numbers
1918	4	4	$1785	4745-5900
	8	8	2575	12079-12350
1919	L-4	4	2250	L5901-L7102
	8	8	2700	12351-12404
1920	SKL4	4	2350	L7103 up
1921	SKL4	4	2450	
1922	SKL4	4	2250	L13400 up
	6	6	2700	
1923	SKL4	4	2250	L14694 and up
1923	SKL6	6	2700	S1 and up
1924	164	6	1295	53240-60200
1924	264	6	1595	32960-33075
1925	B	4	1595	B-1214
1925	C	6	1875	C-1 and up
1925	S	6	2395	S-2693 and up

Number on first floor board near right side.

STEPHENS—Stephens Motor Car Co., Moline, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	75	6	$1675	10737-12448
1919	75	6	1675	12449-13000
1919	84	6	2050	15001-17743
1920	84	6	2400	17720-25724
1921	84	6	2400	25271-26017
1921	94	6	1850	26018-27878
1922	94	6	1595	27423-30923
1923	94	6	1595	30407-31118
1923	16-164	6	1295	50000-53240
1923	26-264	6	1595	32000-32960

Number plate on dash, right side, under hood.
Discontinued

STEVANS-DURYEA—Stevens-Duryea, Inc. —Chicopee Falls, Mass.

Year	Model	Cyls.	Price	Serial Numbers
1921	E	6	$9500	1001-1156
1922	E	6	6800	1100-1200
1923	E	6	7500	1201-1266
1923	G	6	7500	1301-1388
1924	G	6	7500	1390 and up
1925	G	6	7500	

Number on engine frame at left front end.

STUDEBAKER—Studebaker Corp., South Bend, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	SH	4	$ 895	133101 up
	EG	6	1695	290001 up
	EH	6	1295	233501 up

STUDEBAKER (Continued)

Year	Model	Cyls.	Price	Serial Numbers
1919	SH	4	1225	133101-141951
	EG	6	1985	290001-300635
	EH	6	1585	233501-257389
1920	EH	6	1785	257465-290000
	EG-6	6	2150	315701-335069
	EH-6	6	....	504501-535876
	EJ-6	6	1485	1000001 and up
1916-17 numbers inside dash.				
1921	EJ	6	1335	1000001 to 1035002
	EH	6	1635	551114-535876
	EG	6	1985	329129-335069
1922	EJ	6	1045	1000001-1035002
	EL	6	1475	3000001-3039122
	EK	6	1785	2000001-2017139
1923	EK	6	1750	2000001-2027499
1923	EL	6	1350	3000001-3075316
1923	EM	6	995	1084001-1131726
1924	EK	6	1875	2027500-2060000
1924	EL	6	1495	3075317-3120000
1924	EM	6	1145	1128270-1202000
1925	EP	6	1875	2060001-2073001
1925	EQ	6	1495	3120002-3161001
1925	ER	6	1145	1202001-1284001

Number on left side of frame over front axle.

STUTZ—Stutz Motor Car Co., Indianapolis, Ind.

Year	Model	Cyls.	Price	Serial Numbers
1918	4-S	4	$2750	Series S
1919	Data not available.			
1920	H	4	3100	5001-9002
1921	..	4	3350	
1922	DH	4	2990	12001-13129
1923	KLDH	4	2790	13129 and up
1923	6	6	1995	601 and up
Number on left side of dash.				
1924	KLDH	4	....	12001 and up
1924	690-692	6	....	6-101 and up
1924	695	6	....	14001 and up
1925	693-694	6	$2395	6-2601 and up
1925	695	6	3070	14001 and up

TEMPLAR—Templar Motors Corp., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Numbesr
1918	A-4-45	4	$2185	1-125
1919	A-4-45	4	2485	126-1200
1920	A-4-45	4	2685	1201-2750
1921	A-4-45	4	2385	2751-3600
1922	A-4-45	4	2125	3601-6290
1923	A-4-45	4	2125	6291 and up

Number on plate on dash, also on right front spring horn.
Discontinued

TEXAN—Texas Motor Car Assoc., Ft. Worth, Texas.

Year	Model	Cyls.	Price	Serial Numbers
1918	A	4	$1250	100-200
1919	A-B (A-38)	4	1495	202-692
1920	(B-38)	4	1495	693 up

Serial numbers located on left hand front horn of frame and on right side of front seat on body.
Discontinued

TULSA—Tulsa Automobile Corp., Tulsa, Okla.

Year	Model	Cyls.	Price	Serial Numbers
1918	D	4	$1200	3000-3400
1919	D	4	1200	3000-3500
1920	E	4	1335	4000 up
1921	E 1-3	4	1385	
1922	....	4	1175	
1923	Production limited.			

Number on outside front end left hand side rail of frame.
Discontinued

VELIE—Velie Motors Corp., Moline, Ill.

Year	Model	Cyls.	Price	Serial Numbers
1918	38	6	$1440	50000-68506
	39	6	1695	40000-40987
1919	38	6	1685	
	48	6	....	69001 up
1920	48	6	1985	70001 and up
	34	6	1585	110001-116550
1921	48	6	1885	70000-81300
	34	6	1485	110000-116550
1922	48	6	1585	69000-81300
	34	6	1235	110000-116550
	58	6	1395	120000 up
1923	58	6	1275	127000-126999
1924	56	6	1095	135000 and up
1925	60	6	1275	144100 and up

Number on name plate right side seat box; engine number left side crankcase.

VOGUE—The Vogue Motor Car Co., Tiffin, O.

Year	Model	Cyls.	Price	Serial Numbers
1918-19	6-46	6	$1895	400-700
	6-55	6	2285	1000-2000
1920	6-66	6	2485	

Serial numbers on dash board. Serial numbers previous to 1920 were located on bottom of left hand front seat.
Discontinued

WALTHAM—Metz Co., Waltham, Mass.

Year	Model	Cyls.	Price	Serial Numbers
1922	6	6	$2350	55001 up

Serial numbers on front cross member.
Discontinued

WASHINGTON—Washington Motor Co., Eaton, Ohio.

Year	Model	Cyls.	Price	Serial Numbers
1922	C	6	$1785	1-125
1923	Production limited.			

Number on left hand side dash.
Discontinued

WASP—Martin Wasp Corp., Bennington, Vt.

Year	Model	Cyls.	Price	Serial Numbers
1920	201	4	....	2011 and up
1921	2611	4	$5500	

Number on instrument board.
Discontinued

WESTCOTT—Westcott Motor Car Co., Springfield, Ohio.

Year	Model	Cyls.	Price	Serial Numbers
1918	S-18	6	$1890	6293-7200
	18-A	6	2290	7201-8088
1919	A-48	6	2590	8101-8904
	A-38	6	1775	10001-10402
	B-38	6	2390	11001-11801
1920	C-38	6	2390	13001 up
	C-48	6	2890	20001 up

Number plate on right side of engine on all cars after S-18.

1921	C-48	6	$2990	20800-21050
	C-38	6	2290	13750-14550
1922	C-48	6	1890	20001 up
	A-44	6	1890	16001 up
1923	B-44	6	1690	24200 and up
1923	D-48	6	1990	22000 and up
1924	44	6	1690	
1924	48	6	1990	

Number on engine and on cowl under hood.
Discontinued

WILLS STE. CLAIRE—Wills Sainte Claire, Inc., Marysville, Mich.

Year	Model	Cyls.	Price	Serial Numbers
1921	A-68	8	$3200	1-1500
1922	A-68	8	2475	1551-6000
1923	A-68	8	2475	6000-7480
1923	B-68	8	2875	10000-10174

Number on plate in driver's compartment.

1924	A-68	8	2475	7474-7690
1924	B-68	8	2875	10163-12189
1925	A-68	8	2475	7697 and up
1925	B-68	8	2885	12190 and up
1925	W-6	8	2485	20000-21813
1925	C-68	6	3300	14000 and up

WILLYS-KNIGHT — Willys-Overland, Inc., Toledo, Ohio
Manufacturers do not wish to publish any data of this description. For information, write Willys-Overland, Inc., Toledo, Ohio.

WILLYS-SIX—Willys-Overland, Inc., Toledo, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1918-19	89	6	....	1-12000

Number plate on right rear frame end.
Discontinued

WINTHER—Winther Motor Sales Corp., Kenosha, Wis.

Year	Model	Cyls.	Price	Serial Numbers
1920	61	6	....	61001 and up
1921	61	6	$2750	

Number on left side front motor support cross bar.
Discontinued

WINTON SIX—Winton Co., Cleveland, Ohio

Year	Model	Cyls.	Price	Serial Numbers
1920	25	6	$4250	35675-35707
	25	6	....	155-2675
1921	25	6	4800	2676-2999
1922	40	6	3400	3000-3689

Number on left front leg of motor.

1923	40	6	$3600	3690 and up

Discontinued

Buyer's Guide to 1926 Cars

Wherein MOTOR AGE *Presents the Price, Wheelbase and Number of Cylinders of All American Manufactured Gasoline Cars. The Cars Are Grouped According to Body Style and the General Arrangement of the Cars in Each Class Is from the Lowest to the Highest Priced in That Class. Complete Mechanical Specifications Follow*

Open Cars

Two and Three Passenger Roadsters

Make and Model	Price	Cyl.	Wheelbase
Ford—T	$ 260	4	100
Ford—T	345	4	100
Chevrolet—Superior	525	4	103
Star—"4"	525	4	103
Dodge Brothers	855	4	116
Dodge Brothers	955	4	116
Oakland—"Six"	975	6	113
Nash—"Special"	1,115	6	112½
Buick—"Standard"	1,125	6	114⅜
Studebaker—"Std. Six"	1,295	6	113
Buick—"Master"	1,250	6	120
Studebaker—"Std. Six"	1,295	6	113
Nash—"Advanced"	1,375	6	121
Roamer—"6-50-55"	1,385	6	115
Studebaker—"Sp. Six"	1,395	6	120
Studebaker—"Big Six"	1,495	6	120
Studebaker—"Big Six"	1,645	6	120
Reo—"T-6"	1,665	6	120
Chandler—"35"	1,695	6	123
Lexington—"6-50"	1,745	6	119
Willys Knight—"66"	1,750	6	126
Rickenbacker—"E"	1,795	6	117
Kissel—"55"	1,795	6	121
Case—"JIC"	1,840	6	122
Dagmar—"6-60"	1,985	6	118
Kissel—"55"	2,085	6	121
Locomobile—"Jr. 8"	2,150	8	124
Rickenbacker	2,195	8	121½
Peerless—"6-72"	2,195	6	133
Kissel—"75"	2,195	6	121
Stearns-Knight—"S"	2,395	4	119
DuPont—"D"	2,600	6	124
Kissel—"75"	2,485	6	121
McFarlan—"SV"	2,650	6	127
McFarlan—"St. 8"	2,650	8	131
Revere—"25"	2,750	6	131
Franklin—11A	2,750	6	119
Pierce-Arrow—"80"	2,895	6	130
McFarlan—"SV"	2,900	6	127
Roamer—8-88	2,985	8	138
Stutz—"AA"	2,995	8	131
Roamer—"4-75-E"	3,200	4	128
Revere—"M"	3,200	4	131
Cadillac—"314"	3,250	8	132
Marmon—"74"	3,295	6	136
Roamer—"4-75-E"	3,485	4	128
Dagmar—"6-70"	3,500	6	138
Lincoln	4,000	8	136
McFarlan—"TV"	5,400	6	140
Pierce-Arrow—"33"	5,250	6	138
Stevens Duryea—"G"	8,150	6	138

Four and Five Passenger Phaetons

Make and Model	Price	Cyl.	Wheelbase
Ford—T	$ 290	4	100
Ford—T	375	4	100
Overland—"91"	495	4	100
Chevrolet—"K"	525	4	103
Star—"4"	525	4	103
Star "6"	695	6	107
Essex—"Six"	765	6	110½
Durant—"A-22"	810	4	109
Ajax	865	6	108
Dodge Brothers	875	4	116
Oldsmobile—"30"	875	6	110½
Cleveland—"31"	895	6	108½
Chrysler—"4"	895	4	109
Overland "93"	895	6	112¾
Durant—"A-22"	930	4	109
Dodge Brothers	975	4	116
Oldsmobile—"30"	980	6	110½
Oakland—"6"	1,025	6	113
Cleveland—"31"	1,025	6	108½
Cleveland—"43"	1,095	6	115¾
Elcar—"4-55"	1,095	4	112
Jewett—"New Day"	1,095	6	109
Nash—"Special"	1,135	6	112½
Studebaker—"Std. Six"	1,145	6	113
Auburn—"4-44" Roads.	1,145	4	
Auburn—"4-44" Tour.	1,145	4	
Buick—"Std."	1,150	6	114⅜
Oakland "6"	1,175	6	113
Flint—"60"	1,185	6	115
Moon—"Series A"	1,195	6	113
Willys Knight—"65"	1,195	4	118
Hupmobile—"A"	1,225	6	114
Buick—"Master"	1,295	6	120
Elcar—"65"	1,295	6	116
Elcar—"4-55"	1,295	4	116
Cleveland—"43"	1,295	6	115
Roamer—"6-50-55"	1,295	6	115
Nash—"Advanced"	1,340	6	121
Reo—"T-6"	1,350	6	120
Auburn—"6-66"	1,395	6	120
Moon—"Series A"	1,395	6	113
Chrysler—"Six"	1,395	6	112¾
Davis—"92"	1,395	6	115
Gardner—"6"	1,395	6	117
Gardner—"Six" Tour.	1,395	6	118
Gardner—"Six" Rdster	1,395	6	118
Velie—"60"	1,425	6	118
Studebaker—"Sp. Six"	1,445	6	120
Davis—"92"	1,495	6	115
Elcar—"6-65"	1,495	6	116
Buick—"Master Six"	1,495	6	128
Davis—"92"	1,495	6	118
Hertz—"D-1"	1,495	6	114
Buick—"Master Six"	1,525	6	128
Chandler "35"	1,545	6	123
Apperson—"Six"	1,575	6	120
Studebaker—"Big Six"	1,575	6	120
Kissel—"55"	1,585	6	121
Flint—"80"	1,595	6	120
Gardner—"Six"	1,595	6	118
Studebaker—"Sp. Six"	1,595	6	120
Stearns-Knight—"B"	1,595	4	119
Chrysler—"Six"	1,625	6	112¾
Apperson—"Six"	1,650	6	120
Velie—"60"	1,650	6	118
Auburn—"8-88"	1,695	8	129
Rickenbacker—"6"	1,750	6	117
Willys Knight—"66"	1,750	6	126
Dagmar—"6-60"	1,785	6	118
Kissel—"55"	1,785	6	121
Locomobile—"Jr. 8"	1,785	8	124
Gardner—"8" Touring	1,795	8	125
Hupmobile—"E"	1,795	8	118¼
Kissel—"55"	1,795	6	121
Lexington—"6-50"	1,795	6	119
Stearns-Knight—"C"	1,875	6	121
Stearns-Knight—"C"	1,875	6	121
Case—"JIC"	1,885	6	122
Diana—"St. 8" Phae.	1,895	8	125½
Diana—"St. 8" Rdster	1,895	8	125½
Kissel—"55"	1,895	6	121
Peerless—"6-72"	1,895	6	126
Flint—"80"	1,950	6	120
Roamer—"6-54-E"	1,985	6	118
Kissel—"55"	1,985	6	121
Moon—"London"	1,985	6	128
Kissel—"75"	1,985	8	126
Dagmar—"6-60"	1,985	6	118
Gardner—"8"	1,995	4	112
Gardner—"8" Rdster	1,995	8	125
Gardner—"8"	1,995	8	125
Apperson—St. Away 8	1,995	8	130
Flint—"80"	2,050	6	120
Rickenbacker—"8"	2,150	8	121½
Case—"JIC"	2,160	6	122
Elcar—"8-80"	2,165	8	127
Kissel—"55"	2,185	6	121
Kissel—"75"	2,195	8	126
Jordan—"Series A"	2,275	8	125½
Roamer—"6-54-E"	2,285	6	118
Roamer—"6-54-E"	2,385	6	118
Kissel—"75"	2,385	8	126
Stearns-Knight—"S"	2,395	6	130
Roamer—"8-80"	2,495	8	138
Kissel—"75"	2,585	8	126
Packard—"6"	2,585	6	126
DuPont—"D"	2,600	6	124
Franklin—"11A"	2,635	6	119
McFarlan—"SV"	2,650	6	127
McFarlan—"St. 8"	2,650	8	131
Roamer—"8-88" Sport	2,750	8	138
Roamer—"8-88" Rster	2,750	8	138
Packard—"6"	2,750	6	126
Revere—"25" Spdster	2,750	6	131
Revere—"25" Touring	2,750	6	131
Packard—"6"	2,785	6	126
Wills Ste. Claire — "W-6" Roadster	2,800	6	127
Wills Ste. Claire — "W-6" Grey Goose	2,800	6	127
Peerless—"8-67"	2,845	8	128
McFarlan—"St. 8"	2,900	8	131
Roamer—"4-75-E"	2,985	4	128
Stutz—"AA"	2,995	8	131
Pierce-Arrow—"80"	3,095	6	130
Revere—"M" Sportster	3,200	4	131
Revere—"M" Touring	3,200	4	131
Wills Ste. Claire — "W-6" Roadster	3,285	6	127
Marmon—"74"	3,295	6	136
Wills Ste. Claire — "C-68" Roadster	3,300	8	127
Wills Ste. Claire — "C-68" Grey Goose	3,300	8	127
Dagmar—"6-70" Rster	3,500	6	138
Dagmar—"6-70" Sp.Tr.	3,500	6	138
Dagmar—"6-70" Phaet	3,500	6	138
Packard—"8"	3,750	8	136
Wills Ste. Claire — "C-68"	3,785	8	127
Packard—"8"	3,900	8	136
Packard—"8"	3,950	8	136
Lincoln	4,000	8	136
Lincoln	4,900	8	136
Pierce-Arrow—"33"	5,250	6	138
Locomobile—"90"	5,500	6	138
McFarlan—"TV"	5,600	6	140
Locomobile—"90"	5,900	6	138
Cunningham—"V-6"	6,150	8	132
Duesenberg—"St. 8"	6,650	8	134
Locomobile—"48"	7,460	6	142
Steven Duryea—"G"	7,750	6	138

Six and Seven Passenger Phaetons

Make and Model	Price	Cyl.	Wheelbase
Hudson—"Super 6"	1,200	6	127¾
Auburn—"6-66"	1,395	6	120
Nash—"Advanced"	1,490	6	127
Chandler "35"	1,645	6	123
Kissel—"55"	1,685	6	121
Auburn—"8-88"	1,695	8	129
Studebaker—"Big Six"	1,775	6	127
Rickenbacker—"6"	1,795	6	117
Kissel—"55"	1,885	6	121
Willys Knight—"66"	1,950	6	126
Moon—"London"	1,985	6	128

Buyer's Guide to 1926 Cars—Continued

Make and Model	Price	Cyl.	Wheel-base
Paige "24-26"	1,995	6	125
Peerless—"6-72"	1,995	6	133
Kissel—"75"	2,085	8	126
Rickenbacker—"8"	2,195	8	121½
Case—"Y"	2,225	6	132
Kissel—"75"	2,285	8	126
Elcar—"8-80"	2,265	8	127
Roamer—"6-54-E"	2,285	6	138
Wills Ste. Claire — "W-6"	2,385	6	127
Stearns-Knight—"S"	2,495	6	130
McFarlan—"SV"	2,750	6	127
McFarlan—"St. 8"	2,750	8	131
Packard—"6"	2,785	6	133
Wills Ste. Claire — "B-68"	2,885	8	127
Peerless—"8-67"	2,895	8	128
Pierce-Arrow—"80"	2,895	6	130
Cadillac — "Custom Built"	3,250	8	132
Marmon—"74"	3,295	6	136
Packard—"8"	3,950	8	143
Lincoln	4,000	8	136
Pierce-Arrow—"33"	5,250	6	138
Cunningham—"V-6"	6,650	8	142
Locomobile—"48"	7,460	6	142
Stevens Duryea	7,500	6	138

Two and Three Passenger Closed Cars

Make and Model	Price	Cyl.	Wheel-base
Ford—"T"	$ 520	4	100
Star—"4"	610	4	103
Overland—"91"	625	6	100
Chevrolet—"K"	675	4	103
Star—"6"	745	6	107
Star—"6"	820	6	107
Dodge Brothers	960	4	116
Chrysler—"4"	995	4	109
Cleveland—"31"	1,035	6	108½
Dodge Brothers	1,060	4	116
Oakland—"6"	1,125	6	113
Nash—"Special"	1,165	6	112½
Auburn—"4-44"	1,175	4	
Buick—"Standard"	1,195	6	114⅜
Cleveland—"43"	1,225	6	115¾
Davis—"93"	1,285	6	118
Elcar—"4-55"	1,295	4	116
Studebaker—"Std. Six"	1,295	6	113
Willys-Knight "65"	1,395	4	118
Velie—"60"	1,425	6	118
Auburn—"6-66"	1,445	6	120
Elcar—"6-65"	1,495	6	116
Reo—"T-6"	1,495	6	120
Roamer—"6-50-55"	1,495	6	115
Auburn—"8-88"	1,745	8	129
Kissel—"55"	2,085	6	121
Hupmobile—"E"	2,095	8	118¼
Stearns-Knight—"C"	2,185	6	121
Elcar—"8-80"	2,195	8	127
Kissel—"75"	2,485	8	126
Kissel—"75"	2,585	8	126
Franklin—"11A"	2,700	6	119
Roamer—"6-54-E"	2,750	6	118
Roamer—"8-88"	2,950	8	138
Kissel—"75"	2,985	6	121
Stutz—"AA"	2,995	8	131
Cadillac—"314"	3,045	8	132
Marmon—"74"	3,295	6	136
Stearns-Knight—"S"	3,395	6	130
Packard—"8"	5,775	8	136
Pierce-Arrow—"33"	6,800	6	138
Locomobile—"90"	6,950	6	138

Four and Five Passenger Closed Cars

Make and Model	Price	Cyl.	Wheel-base
Ford—"T"	$ 580	4	100
Overland—"91"	595	4	100
Ford—"T"	660	4	100
Chevrolet—"K"	695	4	103
Overland—"91"	695	4	100
Star—"4"	695	4	103
Essex—"6"	765	6	110½
Chevrolet—"K"	775	4	103
Star—"4"	805	4	103
Star—"6"	880	6	107
Overland—"93"	895	6	112¾
Olusmobile—"30"	950	6	110½
Ajax	995	6	108
Jewett—"New Day"	995	6	109
Oldsmobile—"30"	1,025	6	110½
Oldsmobile—"30"	1,040	6	110½
Dodge Brothers	1,045	4	116
Chrysler—"4"	1,045	4	109
Flint Jr. 6	1,085	6	
Durant A-22	1,090	4	109
Overland—"93"	1,095	6	112¾
Oakland—"6"	1,095	6	113
Chrysler—"4"	1,095	4	109
Jewett—"New Day"	1,095	6	109
Oldsmobile—"30"	1,115	6	110½
Dodge Brothers	1,145	4	116
Durant—"A-22"	1,150	4	109
Durant—"A-22"	1,160	4	109
Hudson—"Super Six"	1,165	6	127⅜
Flint Jr. 6	1,185	6	
Auburn—"4-44"	1,195	4	
Buick—"Std. Six"	1,195	6	114⅜
Dodge Brothers	1,195	4	116
Elcar—"4-55"	1,195	4	116
Oakland—"6"	1,195	6	113
Studebaker—Std. Six	1,195	6	113
Nash—"Special"	1,215	6	112½
Buick—"Std. Six"	1,275	6	114⅜
Durant—"A-22"	1,280	4	109
Dodge Brothers	1,280	4	116
Davis—"93"	1,285	6	118
Hupmobile—"A"	1,285	6	114
Buick—"Std. Six"	1,295	6	114⅜
Cleveland—"43" Coach	1,295	6	115
Cleveland—"43" Sedan	1,295	6	115
Oakland—"Six"	1,295	6	113
Moon—"Series A"	1,395	6	113
Elcar—"6-65"	1,395	6	116
Elcar—"4-55"	1,395	4	116
Buick—"Master Six"	1,395	6	120
Studebaker—"Std. Six"	1,395	6	113
Nash—"Advanced"	1,425	6	121
Chrysler—"Six"	1,445	6	112¾
Nash—"Special"	1,445	6	112½
Studebaker—Spec. Six	1,445	6	120
Hudson—"Super. Six"	1,450	6	127⅜
Auburn—"6-66"	1,495	6	114
Buick—"Master Six"	1,495	6	120
Flint—"60"	1,495	6	115
Moon—"Series A"	1,495	6	113
Paige "24-26"	1,495	6	125
Peerless—"6-80"	1,495	6	116
Studebaker—Std. Six	1,495	6	113
Velie—"6"	1,495	6	118
Gardner—"6" Sedan	1,545	6	118
Moon—"Series A"	1,545	6	113
Reo—"T-6"	1,565	6	120
Flint—"60"	1,575	6	115
Chandler "35"	1,590	6	123
Cleveland—"43"	1,595	6	115
Davis—"92"	1,595	6	118
Elcar—"6-55"	1,595	6	116
Gardner—"6"	1,595	6	118
Moon—"Series A"	1,595	6	113
Peerless—"6-80"	1,595	6	116
Cleveland—"43"	1,625	6	115
Paige "24-26"	1,670	6	125
Chandler—"35"	1,695	6	123
Chrysler—"6"	1,695	6	112¾
Jordan—"J"	1,695	8	116
Kissel—"55"	1,695	6	121
Moon—"Series A"	1,695	6	113
Rickenbacker—"6"	1,695	6	117
Studebaker—Spec. Six	1,695	6	120
Auburn—"6-66"	1,695	6	120
Reo—"T-6"	1,745	6	120
Studebaker—Spec. Six	1,750	6	120
Studebaker—"Big Six"	1,750	6	120
Buick—"Master Six"	1,765	6	128
Nash—"Advanced"	1,790	6	127
Auburn—"8-88"	1,795	8	124
Buick—"Master"	1,795	6	128
Chrysler—"6"	1,795	6	112¾
Davis—"92"	1,795	6	118
Gardner—"6"	1,795	6	118
Hertz D-1	1,795	6	114
Stearns-Knight—"B"	1,795	4	119
Velie—"60"	1,825	6	118
Jordan—"J"	1,845	8	116
Chrysler—"6"	1,865	6	112¾
Chandler "35"	1,895	6	123
Gardner—"8" Brough	1,895	8	125
Rickenbacker—"6"	1,895	6	117
Studebaker—Spec. Six	1,895	6	120
Rickenbacker—"6"	1,920	6	117
Buick—"Master Six"	1,925	6	128
Nash—"Advanced"	1,990	6	127
Chrysler—"6"	1,995	6	112¾
Diana—"St. 8"	1,995	8	125½
Kissel—"55"	1,995	6	121
Rickenbacker—"6"	1,995	6	117
Stearns-Knight—"B"	1,995	4	119
Studebaker—"Big Six"	1,995	6	120
Auburn—"8-88"	1,995	8	124
Studebaker—"Big Six"	2,045	6	127
Apperson—"6"	2,050	6	120
Kissel—"55"	2,085	6	121
Gardner—"8"	2,095	8	125
Willys Knight — "66" Coup. Sed.	2,095	6	126
Chrysler—"6"	2,095	6	112¾
Elcar—"8-81"	2,095	8	127
Gardner—"8" Sedan	2,095	8	125
Hupmobile—"E"	2,095	8	118¼
Diana—"St. 8" Sed DeL	2,095	8	125½
Diana—"St. 8" Cabrio	2,095	8	125½
Kissel—"75"	2,095	8	137
Rickenbacker—"8"	2,095	8	121½
Rickenbacker—"6"	2,095	6	117
Stearns-Knight—"B"	2,095	4	119
Stearns-Knight—"B"	2,095	4	119
Willys Knight — "66" Brougham	2,095	6	126
Apperson—"6"	2,100	6	120
Kissel—"55" Encl. Sp.	2,185	6	121
Kissel—"55" Victoria	2,185	6	121
Lexington—"6-50"	2,185	6	119
Diana—"Str. 8"	2,195	8	125½
Flint—"80"	2,195	6	120
Hupmobile—"E"	2,195	8	118¼
Studebaker—"Big Six"	2,195	6	127
Willys Knight—"66"	2,195	6	126
Elcar—"8-80"	2,265	8	127
Flint—"80"	2,285	6	120
Locomobile — "Jr. 8" Brougham	2,285	8	124
Locomobile — "Jr. 8" Sedan	2,285	8	124
Willys Knight—"66"	2,295	6	126
Rickenbacker—"8"	2,295	8	121½
Rickenbacker—"8"	2,320	8	121½
Peerless—"6-72"	2,295	6	126
Stearns-Knight—"C"	2,350	6	121
Kissel—"75"	2,395	8	126
Peerless—"6-72"	2,395	6	126
Rickenbacker—"8"	2,395	8	121½
Dagmar—"6-60"	2,445	6	118
Apperson—St. Away 8	2,450	8	130
Stearns-Knight — "C" Sedan	2,475	6	121
Stearns-Knight — "C" Brougham	2,475	6	121
Kissel—"55" Coup DeL	2,485	6	121
Kissel—"55" Br. Se. De	2,485	6	121
Kissel—"55" Viet DeL	2,485	6	121
Kissel—"75"	2,485	8	126
Rickenbacker—"8"	2,495	8	121½
Moon—"London"	2,540	6	128
Jordan—"A"	2,575	8	127½
Kissel—"75"	2,585	8	126
Packard—"6" Coupe	2,585	6	126
Packard—"6" Sedan	2,585	6	126
Case—"JIC" Sedan	2,590	6	122
Case—"JIC" Brough	2,590	6	122
Apperson—"St. Away 8"	2,595	8	130
Jordan—"Series A"	2,675	8	125½
Kissel—"55"	2,685	6	121
Packard—"6"	2,725	6	133
Stearns-Knight—"S" Sedan	2,750	6	130
Stearns-Knight—"S"—Brougham	2,750	6	130
Stearns-Knight "S"	2,850	6	130
Kissel—"75"	2,885	8	126
Roamer—"8-88"	2,895	8	138
Roamer—"6-54-E"	2,950	6	118
Kissel—"75"	2,985	8	126
Wills Ste. Claire—"W-6"	2,985	6	127
Cadillac—"314"	2,995	8	132
Stutz—"AA" Brougham	2,995	8	131
Stutz—"AA" Sedan	2,995	8	131
Stutz—"AA" Victoria	2995	8	131
Stearns-Knight "S"	3,050	6	130

Buyer's Guide to 1926 Cars—Continued

Make and Model	Price	Cyl.	Wheel-base
Kissel "75"	3,085	8	126
Franklin "11A"	3,090	6	119
Cadillac "314"	3,095	8	132
Pierce-Arrow "80"	3,150	6	130
Franklin "11A"	3,172	6	119
McFarlan "SV" Sedan	3,180	6	127
McFarlan "SV" Coupe	3,180	6	127
McFarlan "SV" Sp. Sedan	3,180	6	127
McFarlan "SV" Brougham	3,180	6	127
McFarlan "St. 8" Sedan	3,180	8	131
McFarlan "St. 8" Coupe	3,180	8	131
McFarlan "St. 8" Coach Brougham	3,180	8	131
Wills Ste. Claire "W-6"	3,185	6	127
Cadillac "314"	3,195	8	132
Franklin "11A"	3,225	6	119
Peerless "8-67"	3,245	8	128
Marmon "74" Vic. Coupe	3,295	6	136
Marmon "74" Brougham Coupe	3,295	6	136
Marmon "74" Sedan	3,295	6	136
Peerless "8-67"	3,295	8	128
McFarlan "SV"	3,380	6	127
McFarlan "St. 8"	3,380	8	131
Dupont "D"	3,400	6	124
Wills Ste. Claire "W-6" Brougham	3,400	6	127
Wills Ste. Claire "W-6" Sedan	3,400	6	127
Dupont "D"	3,400	6	124
Peerless "8-67" Sedan	3,495	8	128
Peerless "8-67" Brougham	3,495	8	128
Pierce-Arrow "80"	3,695	6	130
Marmon "74"	3,775	6	136
Wills Ste. Claire "B-68"	3,785	8	121
Roamer "8-88"	3,785	8	138
Revere "25"	3,800	6	131
Pierce-Arrow "80"	3,820	6	130
Wills Ste. Claire "B-68"	3,885	8	127
Pierce-Arrow "80"	3,895	6	130
Marmon "74"	3,900	6	136
Wills Ste. Claire "B-68"	3,900	8	127
Cadillac "Custom Built"	4,000	8	138
Revere "25"	4,000	6	131
Wills Ste. Claire "C-68"	4,085	8	127
Wills Ste. Claire "C-68"	4,100	8	127
Cadillac "Custom Built"	4,150	8	138
Dagmar "6-70" Pet Coupe	4,500	6	138
Dagmar "6-70" Pet Sedan	4,500	6	138
Lincoln	4,600	8	136
McFarlan "St. 8"	4,600	8	131
Packard "8"	4,650	8	136
Dagmar "6-70"	4,700	6	138
Packard "8"	4,750	8	136
Dagmar "6-70"	4,750	6	138
Lincoln	4,800	8	136
Packard "8"	4,890	8	143
Lincoln	4,900	8	136
McFarlan "TV" Coupe	6,720	6	140
McFarlan "TVT" Sedan	6,720	6	140
Pierce-Arrow "33" Sed.	6,900	6	138
Pierce-Arrow "33" Coupe Sedan	6,900	6	138
Locomobile "90"	7,300	6	138
Locomobile "90"	7,450	6	138
Cunningham "V-6"	7,600	6	132
Stevens-Duryea "G"	9,000	6	138
Stevens-Duryea "G"	10,000	6	138
Locomobile "48"	10,050	6	142

Six and Seven Passenger Closed Cars

Make and Model	Price	Cyl.	Wheel-base
Hudson "Super Six"	1,650	6	127⅜
Buick "Master Six"	1,995	6	128
Nash "Advanced"	2,090	6	127
Rickenbacker "6"	2,195	6	117
Studebaker "Big Six"	2,245	6	127
Studebaker "Big Six"	2,325	6	127
Willys-Knight "66"	2,495	6	126
Auburn "8-88"	2,550	6	114
Kissel "75"	2,585	8	137
Rickenbacker "8"	2,595	8	121½
Peerless "6-72"	2,595	6	133
Diana "St. 8"	2,695	8	135
Peerless "6-72"	2,695	6	133
DuPont "D"	2,750	6	124
Elcar "8-80"	2,765	8	127
Packard "6"	2,785	6	133
Kissel "75"	2,885	8	137
Packard "6"	2,885	6	133
Jordan "A"	2,925	8	125½
Case "Y"	2,975	6	132
Kissel "55"	3,085	6	121
Stearns-Knight "S"	3,150	6	130
Kissel "55"	3,185	6	121
McFarlan "St. 8"	3,280	8	131
McFarlan "SV"	3,280	6	127
Roamer "8-88"	3,285	8	138
Wills Ste. Claire "W-6"	3,285	6	127
Cadillac "314"	3,295	8	132
Marmon "74"	3,370	6	136
Wills Ste. Claire "W-6"	3,385	6	127
Cadillac "314"	3,435	8	132
McFarlan "SV"	3,480	6	127
McFarlan "St. 8"	3,480	8	131
Kissel "75"	3,485	8	137
Wills Ste. Claire "W-6"	3,500	6	126
Kissel "75"	3,585	8	137
Peerless "8-67"	3,595	8	128
Peerless "8-67"	3,795	8	128
Marmon "74"	3,850	6	136
Wills Ste. Claire "B-68"	3,900	8	128
Marmon "74"	3,975	6	136
Pierce-Arrow "80"	3,995	6	130
Pierce-Arrow "80"	4,045	6	130
Wills Ste. Claire "B-68"	4,085	8	128
Wills Ste.Claire "C-68"	4,100	6	127
Cadillac Custom Built	4,285	8	138
Wills Ste. Claire "C-68"	4,285	6	127
Franklin "11-A"	4,400	6	119
Cadillac Custom Built	4,485	8	138
Dagmar "6-70"	4,750	6	138
Packard "8"	5,000	8	143
Packard "8"	5,100	8	143
Lincoln	5,100	8	136
Lincoln	5,300	8	136
Wills Ste. Claire "B-68"	5,500	8	127
McFarlan "TV"	6,720	6	140
Pierce-Arrow "33"	6,800	6	138
McFarlan "TV"	6,810	6	140
McFarlan "TV" Tour. Sedan	6,810	6	140
McFarlan "TV" Spec. Sedan	6,810	6	140
Pierce-Arrow "33" Limousine	7,000	6	138
Pierce-Arrow "33" Encl. Lim.	7,000	6	138
Pierce-Arrow "33" French Lim.	7,000	6	138
Pierce-Arrow "33" Landaulet	7,000	6	138
Pierce-Arrow "33" Sedan	7,000	6	138
McFarlan "TV" Sedan	7,100	6	140
McFarlan "TV" Sub. Sedan	7,100	6	140
Locomobile "90" Lim.	7,500	6	138
Locomobile "90" Brou.	7,500	6	138
Locomobile "90" Cab.	7,500	6	138
Cunningham "V-6"	8,100	8	142
McFarlan "TV"	9,000	6	140
Locomobile "48"	9,500	6	142
Stevens-Duryea	9,675	6	138
Stevens-Duryea	9,675	6	138
Locomobile "48"	10,040	6	142
Locomobile "48"	10,050	6	142
Stevens-Duryea	10,175	6	138
Stevens-Duryea	10,175	6	138
Stevens-Duryea	10,175	6	138
Stevens-Duryea	10,175	6	138
Locomobile "48"	10,300	6	142

For Better Business in Twenty-Six

(*Continued from page* 57)

The increased demand for American cars all over Europe and even in Asia and Africa, to say nothing of South America, has been phenonenal in 1925. The increased facilities for exporting, advertising and marketing of the cars after they reach foreign soil, are certain to show favorably in the 1926 totals, which are expected to be at least 30 to 35 per cent greater than in 1925.

The increase in fall production is further justified by the increased fall buying. The time has not been long past when a great seasonal slump was the rule in the fall and early winter months. Since then the closed car has been approaching its heydey, until now 76 per cent of the total production of passenger cars, exclusive of Fords, consists of closed models. This has greatly aided in leveling the line of seasonal production and sales.

In 1923-24 the carryover of new passenger cars was about 500,000. At the end of 1924, the carryover had been reduced to 400,000 cars. These 400,000 were absorbed in the 1925 market, until, at the first of November the factories were only about 15,000 cars ahead of the demand. This resulted despite the heavy production record of October.

The surplus of cars increased somewhat in November, until at the end of that month, there was a carryover into December of about 122,750 cars. Complete figures on December production and sales have not been compiled but the N. A. C. C. estimate of December production is 329,971 cars. If but half of these were sold, there will have been a carryover into 1926 of approximately 287,750 automobiles.

Factories in general are making plans for an average increased production of about 40 per cent in 1926. These plans are justified on the estimated foreign and urban domestic markets alone, without taking into consideration the added rural buying power.

The factories are becoming rapidly more intensive students of merchandising economics, and if they are making such ambitious plans for 1926, it can reasonably be expected that 1926 will be very close to a 40 per cent better year than 1925.

Prices and Weights of Current Passenger Car Models

SHIP. WT.	PASS.	BODY STYLE.	PRICE
AJAX			
		108 in. W. B.	
2210	5-p	Touring	$865
2410	5-p	Sedan	995
APPERSON "6"			
3100	5-p	Phaeton	$1,575
3130	5-p	Sp. Phaeton	1,650
3145	4-p	Coupe	2,050
3570	5-p	Sp. Sedan	2,100
		"ST. 8"	
3520	5-p	Sp. Phaeton	$1,995
3750	4-p	Coupe	2,450
3790	5-p	Sedan	2,595
AUBURN			
		"4-44"	
.....	5-p	Touring	$1,145
.....	5-p	Roadster	1,145
.....	.....	Coupe	1,175
.....	5-p	Sedan	1,195
		"6-66"	
2850	4-p	Sport-Roadster	1,395
2860	6-p	Touring	1,395
.....	3-p	Coupe	1,445
3020	5-p	Brougham	1,495
3070	5-p	Sedan	1,695
3070	.....	Wanderer	1,745
		"8-88"	
3180	3-p	Sport-Roadster	1,695
3200	6-p	Touring	1,695
.....	3-p	Coupe	1,745
3380	5-p	Brougham	1,795
3450	5-p	Sedan	1,995
3450	.....	Wanderer	2,045
3750	7-p	Sedan	2,095
BUICK "Standard"			
2845	2-p	Roadster	$1,125
2955	5-p	Touring	1,150
3020	2-p	Coupe	1,195
3150	5-p	2 d. Sedan	1,195
3110	4-p	Coupe	1,275
3230	5-p	4 d. Sedan	1,295
		"Master" (120 in. W. B.)	
3350	2-p	Roadster	$1,250
3515	5-p	Touring	1,295
3765	5-p	2 d. Sedan	1,395
3670	5-p	Sedan	1,495
		(128 in. W. B.)	
3570	3-p	Sp. Roadster	$1,495
3635	5-p	Sp. Touring	1,525
3855	3-p	Country Club	1,765
3805	4-p	Coupe	1,795
3940	5-p	Brough. Sedan	1,925
4025	7-p	Sedan	1,995
CADILLAC			
		"314" Standard Line (132 in. W. B.)	
4040	2-p	Coupe	$3,045
4155	5-p	Sedan	3,195
4240	7-p	Sedan	3,295
4075	5-p	Brougham	2,995
4360	7-p	Imperial	3,435
4115	4-p	Victoria	3,095
		Custom Built (132 in.)	
3920	.....	Roadster	$3,250
		(138 in. W. B.)	
4300	7-p	Touring	$3,250
3960	.....	Phaeton	3,250
4190	5-p	Coupe	4,000
4190	5-p	Sedan	4,150
4250	7-p	Suburban	4,285
4355	7-p	Imperial	4,485
CASE			
		J. I. C.	
3260	3-p	Roadster	$1,840
3290	5-p	Touring	1,885
3470	5-p	Sp. Touring	2,160
3570	4-p	Sub. Coupe	2,480
3640	5-p	Sedan	2,590
3650	5-p	Brougham	2,590
		"Y"	
3950	7-p	Touring	$2,225
4320	7-p	Sedan	2,975
CHANDLER "35"			
3090	2-p	Roadster	$1,695
3085	5-p	Sport Touring	1,545
3223	7-p	Touring	1,645
3309	5-p	Brougham	1,695
3525	5-p	Met. Sedan	1,895
3498	5-p	20th C'y Sedan	1,590
3594	7-p	Sedan	1,995
CHEVROLET			
		"Superior" (Series K)	
1780	2-p	Roadster	$525
1875	5-p	Touring	525
2030	2-p	Utility Coupe	675
2130	5-p	Coach	695
2215	5-p	Sedan	775
CHRYSLER "Four"			
		(109 in. W. B.)	
.....	3-p	Roadster	.....
2300	5-p	Touring	$895
2405	2-p	Club Coupe	995
2510	5-p	Coach	1,045
2570	5-p	Std. Sedan	1,095

SHIP. WT.	PASS.	BODY STYLE.	PRICE
CHRYSLER (Continued)			
		"Six" (112¾ in. W. B.)	
2805	4-p	Roadster	$1,625
2785	5-p	Phaeton	1,395
2895	5-p	Coach	1,445
2935	4-p	Coupe	1,795
2995	5-p	Brougham	1,865
3060	5-p	Sedan	1,695
3085	5-p	Imperial Sedan	1,995
3090	5-p	Crown Sedan	2,095
		Imperial (120 in. W. B.)	
.....	.....	Roadster	.....
.....	5-p	Phaeton	.....
.....	5-p	Sedan	.....
		127 in. W. B.	
.....	4-p	Coupe	
.....	7-p	Sedan	.....
.....	.....	Berline	.....
CLEVELAND "31"			
2415	5-p	Touring	$895
2565	5-p	Tour'g DeLuxe	1,025
2520	3-p	Coupe	1,035
2695	5-p	Sedan	1,095
		"43"	
2775	5-p	Touring	$1,095
2890	3-p	Coupe	1,225
2950	5-p	Sp. Touring	1,295
3000	5-p	Coach	1,295
3120	5-p	Sedan	1,295
3190	5-p	Sedan DeLuxe	1,595
3190	5-p	Sport Sedan	1,625
CUNNINGHAM			
		"V-6"	
4600	7-p	Touring	$6,650
4500	4-p	Sp. Touring	6,150
4700	4-p	Coupe	7,600
5000	6-p	Limousine	8,100
DAGMAR			
		"6-70"	
3750	4-p	Roadster	$3,500
3800	4-p	Sp. Tourer	3,500
3700	4-p	Phaeton	3,500
4200	4-p	Petite Coupe	4,500
3590	5-p	Petite Sedan	2,540
4500	4-p	De Luxe Coupe	4,750
4700	5-p	Sedan	4,700
4800	7-p	Sedan	4,750
		"6-60"	
3100	2-p	Roadster	$1,985
3200	4-p	Sp. Touring	1,985
3150	5-p	Touring	1,785
3500	5-p	Sedan	2,445
DAVIS			
		"92"	
2660	4-p	Roadster	$1,495
2915	5-p	Legion. Tour.	1,495
2750	5-p	Phaeton	1,395
3000	5-p	Sedan	1,395
3060	5-p	Imperial Sedan	1,795
		"93"	
2635	5-p	Sedan	$1,285
2600	3-p	Coupe	1,285
DIANA "St. 8"			
2970	5-p	Roadster	$1,895
3100	5-p	Phaeton	1,895
3245	5-p	Std. Sedan 2d.	1,995
3245	5-p	DeLuxe Sedan	2,195
3130	5-p	Cabriolet	2,095
3140	5-p	Sedan de Luxe	2,095
.....	7-p	Sedan (135 in. W. B.)	.....
DODGE BROTHERS			
2473	2-p	Roadster	$885
2593	2-p	Special Roadster	955
2567	5-p	Touring	875
2695	5-p	Spl. Touring	975
2708	2-p	Coupe "B"	960
2823	2-p	Spl. Coupe "B"	1,060
2995	5-p	"B" Sedan	1,045
3077	5-p	Spl. "B" Sed.	1,145
3020	5-p	Sedan "A"	1,195
3107	5-p	Spl. "A" Sedan	1,280
2723	5-p	Coach	1,035
2823	5-p	Spl. Coach	1,135
DUESENBERG			
		Straight "8"	
3920	2-p	Roadster	†
3970	4-p	Roadster	†
3700	5-p	Phaeton	$6,650
3980	4-p	Sp. Phaeton	†
4115	5-p	Sedan	†
4500	7-p	Sedan	†

†Manufacturers do not quote list prices.

SHIP. WT.	PASS.	BODY STYLE.	PRICE
DU PONT		**"D"**	
3300	2-p	Roadster	$2,600
3550	5-p	Touring	2,600
3800	7-p	Touring	2,750
3550	5-p	Touring Sedan	3,400
DURANT			
		A-22	
2300	5-p	Touring	$ 810
2380	5-p	Spec. Touring	930
2450	4-p	Coupe	1,090
2480	4-p	Spec. Coupe	1,160
2650	5-p	Sedan	1,150
2710	5-p	Spec. Sedan	1,280
ELCAR			
		"4-55"	
2560	5-p	Touring	$1,095
.....	4-p	Roadster	1,295
2779	5-p	Coach	1,195
.....	3-p	Coupe	1,295
2900	5-p	Sedan	1,395
		"6-65"	
.....	5-p	Touring	1,295
.....	4-p	Roadster	1,495
2779	5-p	Coach	1,395
.....	3-p	Coupe	1,495
2900	5-p	Sedan	1,595
		"8-81"	
.....	4-p	Roadster	2,315
.....	7-p	Touring	2,265
3000	3-p	Coupe Road.	2,195
.....	4-p	Coupe	2,095
.....	5-p	Sedan	2,265
4050	7-p	Sedan	2,765
ESSEX			
2135	5-p	Touring	$765
2395	5-p	Coach	795
FLINT			
		"80"	
3325	4-p	Sport Road.	$1,950
3245	5-p	Touring	1,595
3310	4-p	Sp. Touring	2,050
3245	4-p	Coupe	2,195
3595	5-p	Sedan	2,285
3565	5-p	Brougham 4d.	2,485
		"60"	
.....	4-p	Roadster	.....
2715	5-p	Touring	1,185
.....	4-p	Coupe	.....
2940	5-p	Sedan 4d.	1,495
		"Jr. 6"	
.....	5-p	Coach	1,085
.....	5-p	DeL. Coach	1,185
FORD			
Without Starter and Dem. Rims			
1526	2-p	Runabout	$260
1557		*With Balloon Tires*	305
1607	5-p	Touring	290
1640		*With Balloon Tires*	335
With Starter and Dem. Rims			
1645	2-p	Runabout	345
1655		*With Balloon Tires*	370
1728	5-p	Touring	375
1738		*With Balloon Tires*	400
1851	2-p	Coupe	520
1860		*With Balloon Tires*	545
1961	5-p	Sedan, Tudor	580
1972		*With Balloon Tires*	605
1994	5-p	Sedan, Fordor	660
2004		*With Balloon Tires*	685
FRANKLIN			
		"11-A"	
2800	3-p	Sport Road.	$2,750
2845	5-p	Touring	2,635
2965	3-p	Coupe	2,700
3175	5-p	Sedan	3,090
3080	5-p	Sport Sedan	3,225
3275	7-p	Limousine	3,275
4135	5-p	Cabriolet	4,400
.....	5-p	Oxford Sedan	3,172
GARDNER			
		"6-A"	
3150	5-p	Touring	$1,395
3160	4-p	Sp. Roadster	1,395
3440	5-p	Brougham	1,545
3440	5-p	Std. Sedan	1,595
		"8-A"	
3520	5-p	Touring	$1,795
3480	4-p	Sp. Roadster	1,795
3740	5-p	Brougham	1,895
3580	4-p	Cabriolet	2,095
3730	5-p	Std. Sedan	2,095
GRAY			
		"S"	
1830	5-p	Touring	
1920	3-p	Coupe	
2055	5-p	Sedan	
HERTZ			
		"D-1"	
3360	5-p	Sedan	$1,795
HUDSON			
		"Super Six"	
3400	7-p	Phaeton	1,250
3385	5-p	Coach	1,165
3425	4-p	Brougham 4d.	1,450
3675	7-p	Sedan	1,650
HUPMOBILE			
		"A"	
2620	5-p	Touring	$1,225
2800	5-p	Sedan	1,285
		"E-2"	
3135	5-p	Touring	1,795
3355	7-p	Touring	.....
3295	2-p	Coupe	2,095
3295	4-p	Coupe	2,095
3410	5-p	Sedan	2,195

SHIP. WT.	PASS.	BODY STYLE.	PRICE
JEWETT			
		"New Day"	
.....	5-p	Touring	$1,095
.....	5-p	Sedan	995
.....	5-p	Sedan de Luxe	1,095
JORDAN			
		"J"	
.....	4-p	Playboy Road.	$1,695
.....	5-p	Sedan	1,845
		Series "A"	
3340	5-p	Touring	2,275
3625	5-p	Brougham	2,575
3525	5-p	Sedan	2,675
3470	7-p	Sedan	2,925
KISSEL			
		"55"	
3130	2-p	Speedster	$1,795
.....	2-p	Sp'dster DeL.	2,085
.....	4-p	Speedster	1,895
.....	4-p	Sp'dster DeL.	2,185
3530	2-p	Enc. Speedster	2,085
.....	4-p	Enc. Speedster	2,185
.....	4-p	Enc. Spd. DeL.	2,685
.....	2-p	Enc. Spd. DeL.	2,585
3190	4-p	Tourster	1,795
.....	4-p	Tourster DeL.	1,985
2980	5-p	Phaeton	1,585
3170	5-p	Phaeton DeL.	1,785
.....	7-p	Touring	1,685
.....	7-p	Touring DeL.	1,885
3430	4-p	Coupe	2,085
.....	4-p	Coupe DeL.	2,485
3540	5-p	Broug. Sedan	1,995
.....	5-p	Brg. Sed. DeL.	2,485
.....	5-p	Brougham 2d.	1,695
4070	7-p	Sedan De Luxe	3,085
4010	7-p	Ber. Sed. DeL.	3,185
3530	5-p	Victoria	2,185
.....	5-p	Victoria DeL.	2,485
		"75"	
.....	2-p	Speedster	2,195
.....	2-p	Speedster DeL.	2,485
.....	4-p	Speedster	2,295
.....	4-p	Speedster DeL.	2,585
.....	2-p	Enc. Speedster	2,485
.....	2-p	Enc. Spd. DeL.	2,985
.....	4-p	Tourster	2,195
.....	4-p	Enc. Speedster	2,585
.....	4-p	Enc. Spd. DeL.	3,085
.....	4-p	Tourster DeL.	2,385
.....	5-p	Phaeton	1,985
.....	5-p	Phaeton DeL.	2,185
.....	7-p	Touring	2,085
.....	7-p	Touring DeL.	2,285
.....	4-p	Coupe	2,485
.....	4-p	Coupe De Luxe	2,885
.....	5-p	Broug. Sedan	2,395
.....	5-p	Brg. Sed. DeL.	2,985
.....	5-p	Brougham 2d.	2,095
.....	7-p	Sedan De Luxe	3,485
.....	7-p	Berl. Sed. DeL.	3,585
.....	7-p	Victoria	2,585
.....	7-p	Victoria DeL.	2,885
LEXINGTON			
		"6-50"	
2950	3-p	Roadster	$1,745
2950	5-p	Touring	1,795
3425	5-p	Sedan	2,185
3425	5-p	Landau Sedan	2,245
3400	5-p	Landaulet	2,445
LINCOLN			
4460	2-p	Roadster	$4,000
4580	7-p	Touring	4,000
4565	4-p	Phaeton	4,000
4740	5-p	Sport Touring	4,900
4750	4-p	Coupe	4,600
4885	4-p	Sedan	4,800
4760	5-p	Sedan	4,900
4890	7-p	Sedan	5,100
4945	7-p	Limousine	5,300
LOCOMOBILE			
		"48"	
5280	4-p	Sportif Tour.	$7,460
5330	7-p	Touring	7,460
5630	5-p	Victoria Sedan	10,050
5464	7-p	Brougham	10,040
5640	7-p	Touring Lim.	9,500
5868	7-p	Enc. Dr. Lim.	10,050
5600	7-p	Cabriolet	10,300
		"Jr.-8"	
3140	2-p	Roadster	2,150
3000	5-p	Touring	1,785
.....	4-p	Coupe	2,265
3400	5-p	Sedan	2,285
3350	5-p	Brougham	2,285
		"90"	
.....	4-p	Sportif Tour.	5,500
.....	4-p	Roadster	5,900
.....	3-p	Coupe	6,950
.....	5-p	Victoria Sedan	7,300
.....	5-p	Sed. (divided)	7,450
.....	7-p	Cabriolet	7,500
.....	7-p	Limousine	7,500
.....	6-p	Brougham	7,500
McFARLAN "6"			
		"SV"	
3700	2-p	Roadster	$2,650
.....	2-p	Spec. Roadster	2,900
3600	5-p	Touring	2,650

Prices and Weights of Current Passenger Car Models

SHIP. WT.	PASS.	BODY STYLE.	PRICE
McFARLAN "6" (Continued)			
"SV"			
3850	4-p	Coupe	3,180
3850	5-p	Sedan	3,180
.....	5-p	Spec. Sedan	3,180
3850	7-p	Sedan	3,280
.....	5-p	Sub. Sedan	3,380
.....	7-p	Sub. Sedan	3,480
.....	5-p	Brougham 4d.	3,180
"TV"			
4000	2-p	Roadster	5,400
4600	4-p	Sp. Touring	5,600
4900	4-p	Coupe	6,720
5200	4-p	Tour. Sedan	6,720
5200	7-p	Tour. Sedan	6,810
.....	6-p	Sedan	6,720
.....	7-p	Sedan	6,810
.....	7-p	Spec. Sedan	6,810
.....	7-p	Enc. Sedan	7,110
.....	7-p	Sub. Sedan	7,110
5200	7-p	Town Car	9,000
"Straight "8"			
.....	2-p	Roadster	2,650
.....	4-p	Roadster	2,900
.....	5-p	Touring	2,650
.....	7-p	Touring	2,750
.....	5-p	Sedan	3,180
.....	5-p	Sub. Sedan	3,380
.....	7-p	Sedan	3,280
.....	7-p	Sub. Sedan	3,480
.....	4-p	Coupe	3,180
.....	5-p	Coach Broug.	3,180
.....	5-p	Town Car	4,600
MARMON			
"74"			
3695	2-p	Roadster	$3,295
3604	5-p	Phaeton	3,295
3704	7-p	Touring	3,295
3799	5-p	Broug. Coupe	3,395
3754	4-p	Victoria Coupe	3,295
3616	2-p	Std. Coupe	3,295
3869	5-p	Sedan	3,295
3859	5-p	Sedan De Luxe	3,775
3999	7-p	Sedan	3,370
3974	7-p	Sedan De Luxe	3,850
3969	5-p	Sedan Lim.	3,900
3999	7-p	Sedan Lim.	3,975
MOON			
Series "A"			
2490	5-p	Roadster	$1,395
2675	5-p	Cab. Roadster	1,595
2510	5-p	Touring	1,195
2750	5-p	Coach	1,395
2750	5-p	DeL. Sedan 2d.	1,495
2850	5-p	Std. Sedan 4d.	1,545
2850	5-p	DeL. Sedan 4d.	1,695
London			
3270	5-p	Sp. Touring	1,985
3290	7-p	Touring	1,985
3590	5-p	Petite Sedan	2,540
NASH			
"Special"			
2870	2-p	Roadster	$1,115
2980	5-p	Touring	1,135
3030	2-p	Business Coupe	1,165
3120	5-p	Sedan 2 d.	1,215
3300	5-p	Sedan 4 d.	1,445
"Advanced"			
(121 in. W. B.)			
3320	3-p	Roadster	1,375
3400	5-p	Touring	1,340
3550	5-p	Sedan 2 d.	1,425
"Advanced"			
(127 in. W. B.)			
3480	7-p	Touring	1,490
3640	4-p	Victoria	1,790
3750	5-p	Coupe 4 d.	1,990
3830	7-p	Sedan	2,090
OAKLAND			
"6"			
2425	2-p	Roadster	$975
.....	4-p	Roadster	.....
2500	5-p	Touring	1,025
2640	5-p	Coach	1,095
2615	3-p	Landau Coupe	1,125
2765	5-p	Sedan	1,195
2885	5-p	Landau Sedan	1,295
OLDSMOBILE			
"30"			
2235	5-p	Touring	$875
2445	5-p	Sp. Touring	980
2460	5-p	Coach	950
2660	5-p	De Luxe Coach	1,040
2535	5-p	Sedan	1,025
2735	5-p	De Luxe Sedan	1,115
OVERLAND			
"91" 4			
(100 in. W. B.)			
1919	5-p	Touring	$495
2060	2-p	Coupe	625
2205	5-p	Sedan De Luxe	695
2202	5-p	Std. Sedan 2 d.	595

SHIP. WT.	PASS.	BODY STYLE.	PRICE
OVERLAND (Continued)			
"93" 6			
(112¾ in. W. B.)			
.....	5-p	Touring	895
2443	5-p	Sta. Sedan	895
2584	5-p	Sedan De Luxe	1,095
PACKARD			
"6"			
(126 in. W. B.)			
3643	4-p	Roadster	$2,785
3653	5-p	Touring	2,585
3595	4-p	Sp. Touring	2,750
3753	4-p	Coupe	2,585
3937	5-p	Sedan	2,585
(133 in. W. B.)			
3793	7-p	Touring	2,785
4043	7-p	Sedan	2,785
.....	5-p	Club Sedan	2,725
4143	7-p	Sedan Lim.	2,885
"8"			
(136 in. W. B.)			
4060	4-p	Runabout	3,950
4090	5-p	Touring	3,750
4023	4-p	Sp. Touring	3,900
4242	4-p	Coupe	4,650
4528	5-p	Sedan	4,750
.....	2-p	Coupe	5,775
(143 in. W. B.)			
4199	7-p	Touring	3,950
.....	5-p	Club Sedan	4,390
4655	7-p	Sedan	5,000
4710	7-p	Sedan Lim.	5,100
PAIGE			
"24-26"			
.....	5-p	Touring	.....
.....	5-p	Std. Sedan	$1,495
.....	5-p	Sedan De Luxe	1,670
.....	7-p	Sedan	1,995
.....	7-p	Limousine	.....
PEERLESS			
"6-72"			
(126 in. W. B.)			
3175	5-p	Touring	$1,895
3425	5-p	Coupe	2,295
3500	5-p	Sedan	2,395
(133 in. W. B.)			
3275	2-p	Roadster	2,195
3300	7-p	Touring	1,995
3700	7-p	Sedan	2,595
3825	7-p	Limousine	2,695
"6-80"			
(116 in. W. B.)			
.....	5-p	Sedan	$1,495
3310	5-p	Std. Sedan	1,595
"8-67"			
3950	4-p	Phaeton	2,845
3995	7-p	Phaeton	2,895
4300	5-p	Tn. Brougham	3,495
4310	5-p	Town Sedan	3,495
4400	7-p	Sub. Sedan	3,595
4525	7-p	Berline Lim.	3,795
4100	4-p	Victoria Coupe	3,245
4150	5-p	Sub. Coupe	3,295
PIERCE-ARROW			
"33"			
4350	2-p	Runabout	$5,250
4500	4-p	Touring	5,250
4590	7-p	Touring	5,250
4730	3-p	Coupe	6,800
4800	4-p	Sedan	6,900
4960	7-p	Sedan	7,000
4750	4-p	Coupe Sedan	6,900
4730	6-p	Brougham	6,800
4850	7-p	Limousine	7,000
5060	7-p	Enclosed Lim.	7,000
4780	7-p	French Lim.	7,000
4730	6-p	Landaulet	7,000
"80"			
3205	2-p	Roadster	2,895
3260	4-p	Phaeton	3,095
3385	7-p	Phaeton	2,895
3430	5-p	Coach	3,150
3365	4-p	Coupe Landau	3,820
3335	4-p	Coupe	3,695
3440	5-p	Sedan	3,895
3560	7-p	Sedan	3,995
3615	7-p	Enc. Dr. Lim.	4,045
PONTIAC			
"110 in. W. B."			
.....	2-p	Coupe	.....
.....	5-p	Coach	.....
REO			
"T-6"			
3350	2-p	Roadster	$1,665
3182	5-p	Sp. Touring	1,350
3250	2-p	Coupe	1,495
3400	5-p	Sedan 4 d.	1,565
3400	5-p	Spec. Sedan	1,745
REVERE			
"25"			
3900	2-p	Sp. Roadster	$2,750
3975	4-p	Speedster	2,750
4050	5-p	Touring	2,750
4300	5-p	Sedan	3,800
"M"			
3700	2-p	Roadster	3,200
3800	4-p	Sportster	3,200
3970	5-p	Touring	3,200
4400	5-p	Sedan	4,000

SHIP. WT.	PASS.	BODY STYLE.	PRICE
RICKENBACKER			
"E"			
(117 in. W. B.)			
.....	5-p	Touring	$1,750
.....	7-p	Touring	1,795
.....	.....	Roadster	1,795
.....	5-p	Coupe	1,695
.....	5-p	Brougham	1,895
.....	4-p	Coupe Roadster	1,920
.....	4-p	Coupe De Luxe	1,995
.....	5-p	Sedan	2,095
.....	7-p	Sedan	2,195
"B-8"			
(121½ in. W. B.)			
.....	.....	Roadster	$2,195
.....	5-p	Touring	2,150
.....	7-p	Touring	2,195
.....	5-p	Coupe Sedan	2,095
.....	5-p	Brougham	2,295
.....	4-p	Coupe Roadster	2,320
.....	4-p	Coupe De Luxe	2,395
.....	5-p	Sedan	2,495
.....	7-p	Sedan	2,595
ROAMER			
"6-50-55" (115 in. W. B.)			
.....	2-p	Roadster	$1,385
.....	5-p	Spec. Tourer	1,295
.....	2-p	Bus. Coupe	1,495
.....	5-p	Coupe	1,495
.....	5-p	Sedan DeLuxe	1,695
"6-54-E" (118-138 in. W. B.)			
.....	4-p	Roadster	2,385
.....	4-p	Tourer	1,985
.....	4-p	Sport	2,285
.....	7-p	Tourer	2,285
.....	3-p	Cabriolet	2,750
.....	5-p	Sedan	2,950
"4-75-E" (128 in. W. B.)			
"Custom Built"			
.....	2-p	Speedster	3,485
.....	3-p	Sport	3,285
.....	4-p	Tourer	2,985
"8-88" (138 in. W. B.)			
.....	4-p	Roadster	2,750
.....	5-p	Sport	2,750
.....	5-p	Tourer	2,495
.....	7-p	Tourer	2,585
.....	2-p	Speedster	2,985
.....	3-p	Cabriolet	2,950
.....	5-p	Spec. Sedan	3,785
.....	7-p	Sedan (136-in. W. B.)	3,285
.....	5-p	Brougham	2,895
ROLLS-ROYCE			
.....		Chassis	††

†† Manufacturers do not quote list prices.

SHIP. WT.	PASS.	BODY STYLE.	PRICE
STANLEY			
"252"			
3400	5-p	Phaeton	$2,500
3800	5-p	Sedan	3,300
STAR			
"4"			
.....	2-p	Roadster	$525
.....	5-p	Touring	525
.....	2-p	Coupster	610
.....	5-p	Coach	695
.....	5-p	Sedan 4 d.	805
Standard "6"			
.....	5-p	Touring	$695
.....	2-p	Coupster	745
.....	2-p	Coupe	820
.....	5-p	Coach	880
STEARNS-KNIGHT			
"B" (4)			
.....	4-p	Coupe R'dster	$1,795
3775	5-p	Touring	1,595
4250	5-p	Sedan	2,095
3750	4-p	Coupe Br'ham	1,995
.....	5-p	Brougham	2,095
"S" (6)			
.....	2-p	Roadster	2,395
3775	5-p	Touring	2,395
3850	7-p	Touring	2,495
4025	2-p	Coupe	3,395
.....	5-p	Brougham	2,750
4275	4-p	Sp. Coupe	2,850
3950	5-p	Sedan	2,750
4275	7-p	Sedan	3,150
.....	4-p	Sp. Sedan	3,050
"C" (6)			
3525	4-p	Touring	1,875
3540	5-p	Touring	1,875
3550	2-p	Sport Coupe	2,185
3650	5-p	Coupe Br'ham	2,350
3700	5-p	Sedan	2,475
3700	5-p	Brougham	2,475
.....	5-p	Brough. Sedan	2,480
STEVENS-DURYEA			
5300	2-p	Roadster	$8,150
5500	7-p	Touring	7,500
5425	4-p	Sp. Touring	7,750
5600	4-p	Coupe	9,000
5730	4-p	Sedan	10,000
5850	6-p	Sedan	9,675

SHIP. WT.	PASS.	BODY STYLE.	PRICE
STEVENS-DURYEA (Continued)			
5750	6-p	Town Brough.	10,175
6100	6-p	Vestibule Lim.	9,675
6210	7-p	Vestibule Lim.	10,175
6150	7-p	¾ Limousine	10,175
6200	7-p	Cabriolet	10,175
STUDEBAKER			
Standard Six			
2760	3-p	Du. Roadster	$1,125
2810	3-p	Sport Roadster	1295
2870	5-p	Du. Phaeton	1,145
2945	3-p	Country Club	1,295
2980	5-p	Coach	1,195
3260	5-p	Sedan	1395
3260	5-p	Sedan	1,495
Special Six			
3380	3-p	Du. Roadster	1,395
3500	4-p	Sp. Roadster	1,595
3495	5-p	Du. Phaeton	1,445
3685	4-p	Victoria	1,750
3710	6-p	Brougham	1,695
3520	5-p	Coach	1,445
3875	5-p	Sedan	1,895
Big Six			
127 in. W. B.			
3785	7-p	Du. Phaeton	1,775
4030	5-p	Coupe	2,045
4030	5-p	Brougham 4 d.	2,195
4050	7-p	Sedan	2,245
3890	5-p	Berline	2,120
120 in. W. B.			
3320	3-p	Du. Roadster	$1495
.....	41p	Sport Roadster	1645
3505	5-p	Sport Phaeton	1,575
3750	5-p	Club Coupe	1,750
3760	5-p	Sedan	1,995
STUTZ			
"A-A"			
.....	2-p	Speedster	$2,995
.....	4-p	Speedster	2,995
.....	5-p	Brougham	2,995
.....	5-p	Sedan	2,995
.....	4-p	Vic. Coupe	2,995
.....	2-p	Coupe	2,995
VELIE			
"60"			
3030	4-p	Sp. Roadster	$1,650
3025	5-p	Club Phaeton	1,450
.....	2-p	Coupe	1,425
3340	5-p	Royal Sedan	1,525
3005	5-p	Brougham	1,495
WILLS SAINTE CLAIRE			
"B-68"			
(127 in. W. B.)			
3500	7-p	Phaeton	$2,885
3495	4-p	Coupe	3,785
3520	5-p	Sedan	3,835
3635	7-p	Sedan	3,900
3570	5-p	Brougham 4 d.	3,900
3710	7-p	Limousine	4,085
.....	7-p	Town Car	5,500
"C-68"			
(Custom Built 127 in. W. B.)			
3350	4-p	Roadster	3,300
3500	4-p	Cab. Roadster	3,785
3450	5-p	Gray G. Trav.	3,300
3520	5-p	Sedan	4,085
3635	7-p	Sedan	4,100
3570	5-p	Brougham	4,100
3710	7-p	Limousine	4,285
"W-6" (127 in. W. B.)			
3410	4-p	Roadster	2,800
3550	5-p	Gray G. Trav.	2,800
3580	4-p	Cab. Roadster	3,285
3630	5-p	Brougham	3,185
3680	5-p	Sedan	3,185
3775	7-p	Sedan	3,285
3835	7-p	Limousine	3,385
WILLYS-KNIGHT			
"65"			
2900	5-p	Touring	$1,195
2955	3-p	Coupe	1,395
3090	5-p	Sedan	1,450
3062	5-p	Coupe Sedan	1,395
3119	5-p	Brougham	1,595
"66"			
3323	2-p	Roadster	1,750
3395	5-p	Touring	1,750
3566	7-p	Touring	1,950
3582	5-p	Coupe Sedan	2,095
3672	5-p	Brougham	2,095
3664	4-p	Coupe	2,195
3686	5-p	Sedan	2,295
3822	7-p	Sedan	2,495
"70"			
.....	5-p	Touring	.....
3050	5-p	Sedan	.....

Mechanical Specifications of 1926 Passenger Cars

CAR MAKE AND MODEL	GENERAL: Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size (Ins.)	Diam. Minimum Turning Circle Diam. (Ft.)	Chassis Lubrication	MAKE AND MODEL	No. of Cylinders Bore and Stroke	Rated H.P. (N.A.C.C.)	Maxim. B.H.P. at R.P.M.	Point Suspension	Comp. Ratio	VALVES: Arrangement	VALVES: Head Material	FRONT END DRIVE: Type	FRONT END DRIVE: Make- of Chain or location of non-metallic gear	PISTONS: Material	PISTONS: Top of Piston to center of Pin (Ins.)	PISTONS: No. of Rings	Piston Pin Diam. and Length (Ins.)	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length (Ins.)	CONNECTING RODS: Crankpin Bearings: Poured or Separate	CONNECTING RODS: Crankpin Bearings: Diam. and Length (Ins.)	No. Main Bearings	Lubrication: Type	Lubrication: Oil Pump Type	Cooling System: Water Circulation	Cooling System: Pump Type	Carburetor Make and Size (Ins.)
Ajax	108	1890	30x4.75	38	PG	Own	6-3x4	21.60	40-2400	4	....	L	CI	He	Cra	CI	1.56	3	.75x2.81	Car	8.50	Pou	1.62x1.31	7	FlPr	Ge	Pu	Vane	Crt 1
Apperson 6	120	.....	33x6.00	38	PG	Velie 6-50	6-3 5/16x4 1/4	24.40	46-2500	3	4.7	I	Tun	He	Cam	CI	1.87	3	.87x2.87	Car	8.12	Sep	2.00x1.62	4	FlPr	Ge	TS	None	Str 1
Apperson St. 8	130	.....	33x6.20	.....	PG	Lyc 2H	8-3 1/16x4 1/2	31.25	65-3000	3	4.6	L	Sil	Ch	L-B	CI	.....	3	.87x2.87	Car	9.00	.....	2.12x1.50	5	PrCs	Ge	Pu	Cent	Sch 1 7/16
Auburn 4-44	120	.....	30x5.25	28 3/4	OC	Lyc CF	4-3 5/16x5	21.03	42-2200	3	4.1	L	CI	He	Cra	A1*	.....	4	1.12x2.90	Car	12.00	.....	2.12x1.81	5	PrCs	Ge	TS	None	Zen
Auburn 6-66	121	2375	30x5.25	28 2/3	PG	Lyc 4S	6-3 1/4x4 1/2	25.35	.....	3	4.5	L	Sil	Ch	MOR	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	4	PrCs	Ge	Pu	Cent	Sch 1
Auburn 8-88	129	2675	30x5.77	33 1/3	PG	Lyc 4H	8-3 1/4x4 1/2	33.80	.....	3	4.5	L	Sil	Ch	L-B	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	5	PrCs	Ge	Pu	Cent	Sch 1 1/4
Buick Std.	114 3/8	2125	31x5.25	37 1/2	PG	Own Std.	6-3 1/16x4 1/2	23.44	65-2800	3	4.5	I	Si.1	He	Cam	CI	2.25	3	.75x2.69	Car	10.00	Pou	2.25x1.75	4	PrCs	Ge	Pu	Cent	Mar 1 1/4
Buick Master	120°	2670°	33x6.00	41 1/2	PG	Own Mast.	6-3 1/2x4 3/4	29.40	75-2800	3	4.2	I	Sil°	He	Cam	CI	2.44	3	.75x3.0	Car	10.75	Pou	2.25x1.75	4	PrCs	Ge	Pu	Cent	Mar 1 5/16
Cadillac 314	138°	3330°	33x6.75	44	PG	Own 314	8-3 1/16x5 1/16	31.25	.....	3	4.8	L	Sil	Ch	MOR	CI	2.00	3	.75x3.00	Ast	11.00	Pou	2.37x2.75	3	PrCs	Ge	Pu	Cent	Own 2
Case JIC	122	2800	32x6.20	47	PG	Cont 8R	6-3 3/16x4 1/2	27.34	56-2300	3	4.2	L	Car	He	Idler	CI	2.50	3	.87x3.06	Car	10.50	Pou	2.25x1.56	4	PrCs	Ge	Pu	Cent	Sch 1 1/4
Case Y	132	2900	34x7.30	50	PG	Cont 6J	6-3 3/4x5	33.75	70-2400	3	4.3	L	ChN	He	Idler	CI	.....	3	1.12x3.37	Car	10.00	Pou	2.37x1.87	4	PrCs	Ge	Pu	Cent	Sch 1 1/2
Chandler 35	123	.....	33x6.00	41	Mag	Own 35	6-3 1/16x5	29.40	55-2800	4	....	L	CI	Ch	MOR	CI	2.50	3	1.09x3.06	Car	10.25	Pou	2.50x1.50	4	PrCs	Ge	Pu	Cent	Sch 1 1/4
Chevrolet	103	.....	30x3 1/2°	.....	PG	Own Sup	4-3 11/16x4	21.75	26-2000	3	4.3	I	CI	He	None	CI	1.87	3	.85x3.31	Car	7.37	.....	1.50x1.87	3	SpPr	Ge	Pu	Cent	Crt 1
Chrysler 4F	109	.....	30x5.25	42	PG	Own F	4-3 5/16x4 1/2	21.03	38-2800	3	3.9	L	Sil	He	Cra	A1	2.00	3	.75x3.00	ASt	7.87	Pou	1.87x1.50	3	PrCs	Ge	TS	None	Ste 1
Chrysler 6G	112 3/4°	.....	30x5.77	39	PG	Own G	6-3 1/16x4 3/4	23.44	68-3000	4	4.7	L	Sil	Ch	MOR	A1	2.00	3	.81x2.81	ASt	10.00	Pou	2.00x1.37	7	PrCs	Ge	Pu	Cent	B&B 1 3/8
Chrysler Imperial	120°	.....	32x6.20	.....	PG	Own	6-3 1/2x5	29.40	90-3000		4.8	L	Sil°	Ch	MOR	Spe	2.12	3	1.00x3.12	.....	10.87	Pou	2.19x1.5	0 7	FlPr	Ge	Pu	....	Str
Cleveland 31	108 1/2	1820	30x4.75	35	Mag	Own 31	6-2 7/8x4 1/4	19.84	45-2800	4	....	L	CI	Ch	MOR	CI	2.22	3	.87x2.50	Car	8.50	Pou	2.19x1.44	3	FlPr	Ge	Pu	Cent	Til 1
Cleveland 43	115	2342	31x5.25	42	Mag	Own 43	6-3 1/16x4 3/4	23.44	60-2800	4	4.7	L	CI	Ch	MOR	CI	2.37	3	.97x2.72	Car	10.25	Pou	2.37x1.44	3	FlPr	Ge	Pu	Cent	Sch 1
Cunningham V6	132°	Var	33x6.75	46	PG	Own V6	8-3 3/4x5	45.00	90-2400	4	4.3	L	Sil	He	Cam	CI	2.25	3	.94x3.94	Car	10.50	Sep	2.62x3.50	3	FlPr	Ge	Pu	Cent	Str 1 1/2
Dagmar 6-60	120	.....	32x6.20	.....	PG	Lyc 4S	6-3 1/4x4 1/2	25.35	.....	3	4.5	L	il	Ch	L-Br	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	4	PrCs	Ge	Pu	Cent	Sch 1/4
Dagmar 6-70	138	.....	33x5*	69	PG	Cont 6J	6-3 3/4x5	33.75	70-2400	3	4.3	L	ChN	He	Idler	CI	.....	3	1.12x3.37	Car	11.00	Pou	2.37x1.87	4	PrCs	Ge	Pu	Cent	Sch 1 1/2
Davis 92	115	1700	30x5.77	20	OC	Cont 11U	6-3 1/4x4 5/8	25.35	54-2600	4	4.4	L	Sil	Ch	MOR	CI	.....	3	1x2.81	Car	9.00	ou	2.12x1.3	7	PrCs	Ge	Pu	Cent	Str 1 1/4
Davis 93	109	1500	29x4.95	20	OC	Cont 20L	6-2 3/4x4 3/4	18.15	.....	3	4.5	L	NS	Ch	MOR	CI	.....	4	.73x .94	Car	.00	Pou	2.12x1.19	4	PrCs	Ge	Pu	Cent	Str
Diana St. 8	125 1/2	2450	32x6.00	50	PG	Cont 12Z	8-3x4 1/4	28.80	72-2950	4	4.7	L	ASt	Ch	MOR	CI	.....	3	.86x	.....	.00	Pou	2.12x1.25	5	FlPr	Ge	Pu	Cent	Str 1 1/4
Dodge Brothers	116	1990	30x5.77	47 1/2	PG	Own	4-3 7/16x4 1/2	24.03	35-2000	3	4.6	L	CI°	He	Cam	AI	.....	4	.81x3.62	ASt	.12	Sep	.62x1.87	3	SpPr	Ge	Pu	Cent	Ste 1
Duesenberg	134°	.....	33x5°	48	PG	Own A	8-2 7/16x5	26.45	100-3600	3	5.0		Sil	Sp	None	Al	1.75	4	.75x2.50	ASt	9.75	.....	2.75x1 7	3	FlPr	Ge	Pu	Vane	Str 1 1/2
DuPont	124	2900	32x6.20	25	PG	Wisc Y	6-3 3/4x5	27.34	75-3000	3	4.8	I	Sil	Ch	L-B	CI	2.00	3	1.06x3.12	ASt	12.00	Sep	2.5)x1.50	3	PrCs	Ge	Pu	Cent	Sch 1 1/2
Durant	109	1485	30x5.25	.....	PG	Cont Spec	4-3 7/16x4 1/4	24.03	37-2100	4	....	I	CI	He	None	CI	1.87	3	.85x	Car	8.00	Pou	1.50x1.87	3	SpPr	Ge	Pu	Cent	Til 1
Elcar 4-55	116	2000	30x5.25	.....	PG	Lyc CF	4-3 5/16x5	21.03	42-2200	3	4.1	L	CI	He	Cra	Al*	.....	4	1.12x2.90	Car	12.00	.....	2.12x1.81	5	PrCs	Ge	TS	None	Swan 1
Elcar 6-65	116	2130	30x5.25	.....	PG	Lyc S	6-3 1/16x4 1/4	23.44	.....	3	4.6	L	Sil	He	Idler	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	4	PrCs	Ge	Pu	Cent	Swan 1
Elcar 8-81	127	3100	32x6.00	.....	Mag	Lyc 4E	8-3 1/4x4 1/2	33.80	.....	3	4.5	L	Sil	Ch	L-B	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	5	PrCs	Ge	Pu	Cent	Swan 1 1/4
Essex 6	110 1/2	1780	30x4.95	39	OW	Own "6"	6-2 11/16x4 1/4	17.32	.....	4	....	L	Tun	Ch	MOR	Al	1.69	3	.75x2.09	Car	8.31	Pou	1.81x1.37	3	Spl	Pi	TS	None	Ste 1
*Flint 60	115	.....	30x5.77	.....	PG	Cont 14U	6-3 1/4x4 5/8	25.35	56-2600	4	....	L	CI	Ch	MOR	CI	2.31	3	1.00x2.80	Car	9 00	Pou	2.25x1.25	7	rCs	Ge	Pu	Gear	Str 1 1/4
*Flint 80	120	.....	32x6.20	.....	PG	Cont 6E	6-3 3/4x5	27.34	65-2400	4	4.2	L	I	Ch	MOR	I	2.44	3	1.87x3.03	Car	9.00	Pou	2.25x1 25	7	PrCs	Ge	Pu	Gear	Str 1 1/4
Ford T	100	.....	30x3 1/2*	38 1/2	O&G	Own	4-3 3/4x4	22.50	20-1600	3	3.9	L	CI	He	None	I	1.94	3	.74x3.50	Car	7.00	Pou	1.25x1.50	3	Spl	No	TS	None	Own 1
Franklin 11A	119	.....	31x5.25	38	PG	Own 11A	6-3 1/4x4	25.35	33-2200	3	4.4	I	C-V°	Ch	RAM	Al	2.25	4	.87x2.87	Dur	8.00	.....	2 x1.69	7	PrCs	Ge	Air	Air	Str 1 3/16
Gardner 6A	118	1500	31x5.25	36	PG	Lyc 4S	6-3 1/4x4 1/2	25.35	.....	3	4.5	L	Sil	Ch	L-B	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	4	PrCs	Ge	Pu	Cent	Sch 1
Gardner 8A	125	1800	32x6.00	40	PG	Lyc 2H	8-3 1/16x4 1/2	31.25	65-3000	3	4.6	L	Sil	Ch	B-L	CI	.....	4	.87x2.87	Car	9.00	.....	2.12x1.50	5	PrCs	Ge	Pu	Cent	Sch 1 1/4
Gray S	105	1225	29x4.40	34	PG	Own S	4-3 5/16x4	21.03	21-1600	3	3.6	L	CI	He	None	CI	.....	3	.74x3.62	Car	7.00	Pou	1.50x1.50	3	Spl	No	TS	None	Scoe 1 3/8
Hertz D1	114	2800	30x5.77	38	PG	Cont 18U	6-3 1/16x4 1/4	23.44	49-2500	3	4.5	L	Nic	Ch	L-B	CI	1.94	3	.87x2.62	Car	8.25	Pou	2.00x1.37	4	SpPr	Ge	Pu	Cent	Zen 1 3/8
Hudson Super 6	127 3/8	2775	33x6.00	46	OW	Own Sup "6"	6-3 1/2x5	29.4	.....	4	....	L	Tun	Ch	MOR	Al	2.25	3	1.09x2.69	.....	11.67	Sep	2.25x2.00	4	Spl	Pi	Pu	Cent	Ste 1 1/2
Hupmobile A-1	114	.....	30x5.25	37	PG	Own A	6-3 1/4x4 1/4	23.44	50-3000	4	....	L	CI°	Ch	MOR	CI	1.70	3	.87x	.....	.....	Pou	2.12x1.25	4	PrCs	.....	Pu	Cent	Ste 1 3/16
*Hupmobile E-2	125	.....	33x6.00	37	.....	Own E	8-3x4 3/4	28.80	63-2700	4	4.8	L	.....	Ch	MOR	CI	.....	3	.75	Dur	.....	Pou	2.37x1.25	5	FlPr	Ge	Pu	Cent	Str 1 1/4
Jewett New Day	109	1810	29x4.75	36	PG	Cont Spec	6-2 3/4x4 3/4	18.15	40-2400	4	....	L	NS	Ch	L-B	CI	1.94	3	.73x2.33	Car	9.00	Pou	2 x1.12	4	PrCs	Ge	Pu	Vane	Joh 11
Jordan A	125 1/2	.....	32x6.20	.....	PG	Cont Spec	8-3x4 3/4	28.80	74-3000	4	....	L	Sil	Ch	MOR	CI	.....	3	.86x2.52	ASt	10.87	Pou	2.12x1.50	5	FlPr	Ge	Pu	Cent	Str 1 1/4
Jordan J	116	.....	30x6.00	.....	PG	Cont Spec	8-2 7/8x4 3/4	26.45	64-3000	4	....	L	Sil	Ch	MOR	CI	.....	3	.86x2.26	ASt	9.75	Pou	2.25x1.31	5	FlPr	Ge	Pu	Cent	Str 1 1/4
Kissel 55	121	2800	33x6.00	49	PG	Own 55	6-3 5/16x5 1/8	26.34	53-2300	4	....	L	Sil	Ch	L-B	Al	1.85	4	.87x3.00	Al	10.00	Pou	2.25x1.75	3	FlPr	Ge	Pu	Vane	Str 1 1/4
Kissell 75	126°	3000	33x6.00	51	PG	Own 75	8-3 5/16x4 1/2	35.12	71-3000	3	....	L	Sil	Ch	L-B	Al	1.94	3	.75x2.87	Al	9.00	Pou	2.12x1.50	5	FlPr	Ge	Pu	Vane	Sch 1 1/2
Lexington 6-50	119	2125	30x5.77	42	PG	Anst M	6-3 5/16x4 1/2	26.34	65-3000	4	4.5	I	Sil	Ch	L-B	CI	1.70	2	1.00x3	Car	8.50	.....	2.25x1.50	3	FlPr	Ge	Pu	Cent	Sch 1 1/4
Lincoln 8	136	3750	33x5*	42	PG	Own	8-3 3/16x5	36.45	90-2800	3	4.8	L	Sil	Ch	MOR	Al	2.00	3	.87x3.12	Car	12.50	Sep	2.00x2.50	5	PrCs	Ge	Pu	Cent	Str 1 1/2
Locomobile Jr.8	124	.....	30x5.77	45	PG	Own Jr.8	8-2 15/16x4	46.52	66-3000	4	....	I	Sil	Ch	L-B	CI	1.59	4	.75x2.34	ASt	8.00	Pou	1.75x1.50	5	FlPr	Ge	Pu	Vane	Str 1 1/2
Locomobile 48	142	.....	35x6.75	55	PG	Own 48	6-4 1/2x5 1/2	48.60	103-2100	4	4.2	T	Car	He	Cam	CI	2.81	3	1.12x4.25	ASt	12.00	Sep	2.25x2.00	7	FlPr	Ge	Pu	Cent	B&B 1 13/16
Locomobile 90	138	.....	33x6.75	48	PG	Own 90	6-3 7/8x5 1/4	36.04	86-2800	4	....	I	Sil	Ch	L-B	CI	2.62	4	1.12x3.62	ASt	11.69	Pou	2.25x1.69	7	PrCs	Ge	Pu	Vane	Str 1 1/2
Marmon 74	136	.....	32x6.20	.....	Mag	Own 74	6-3 3/4x5 1/16	33.75	-2650	4	4.8	I	Sil	He	Cam	AI°	2.56	3	1.18x3.25	ASt	10.18	.....	2.56x2.00	3	FlPr	Ge	Pu	Cent	Sch 1 1/2
McFarlan SV	127	.....	33x6.20	.....	OW	Wisc Y	6-3 3/8x5	27.34	75-3000	3	4.3	L	Sil	Ch	L-B	CI	2.00	3	1.06x3.12	ASt	12.00	Sep	2.50x1.50	3	FlPr	Ge	Pu	Cent	Ray 1 1/2
McFarlan TV	140	.....	33x6.75	.....	OW	Own TV	6-4 1/16x6	48	60-2400	4	4.2	T	Sil																

McFarlan	TV	140	.....	33x6.75	.....	OW	Own	TV	6-4½x6	48.60	120-2400	4	4.3	T	Sil	He	None	Al	3.06	3	1.25x3.94	Car	12.00	Sep	2.50x1.50	4	FlPr	Ge	Pu	Cent	Ray 1¾
McFarlan	St. 8	131	2700	33x6.20	.....	OW	Lyc	3H	8-3 5/16x4½	32.50	70-3000	8	4.6	L	Sil	Ch	L-B	CI	.....	3	.87x2.87	Car	9.00	.....	2.12x1.50	5	FlPr	Ge	Pu	Cent	Sch
McFarlan	St. 8	131	2700	33x6.20	.....	PG	Cont	7Z	6-3½x4¼	23.44	.....	3	4.6	L	Nic	Ch	MOR	CI	.....	3	.87x1.06	Car	8.25	Pou	2.00x1.37	4	PrCs	Ge	Pu	Cent	Str 1
Moon	Series A	113	2050	30x5.25	47	O&G	Cont	8R	6-3⅝x4½	27.34	56-2300	3	4.2	L	Car	He	Idler	CI	2.50	3	.87x3.06	Car	10.50	Pou	2.25x1.56	4	PrCs	Ge	Pu	Cent	Str 1¼
Moon	London	128	2650	32x6.20	51																												
Nash	Adv	121°	3540§	33x6.00	55	PG	Own	261	6-3 1/16x5	25.35	58-2400	3	....	I	Tun	He	Cra	CI	1.67	4	.93x3.00	Car	10.00	Pou	2.37x2.00	7	PrCs	Ge	Pu	Cent	Mar 1¼
Nash	Spec	112½	3050§	31x5.25	45	PG	Own	231	6-3⅛x4½	23.44	47-2200	3	....	I	Sil	He	Cra	CI	1.59	4	.87x2.87	Car	9.00	Pou	2.25x1.87	3	PrCs	Ge	Pu	Cent	Mar 1¼
Oakland	"6"	112	1970	30x5.25	19½	PG	Own	OS	6-2 7/16x4¾	19.84	45-2600	3	5.0	L	Sil	Ch	MOR	CI	.78	3	.75x2.42	Car	8.85	.....	1.75x1.67	3	FlPr	Ge	Pu	Gear	Str 1
Oldsmobile	30	110½	1740	30x4.95	37	PG	Own	30	6-2¾x4¾	18.15	40-2600	3	4.7	L	CI	Ch	MOR	CI	1.87	3	.85x2.31	Car	9.00	Pou	1.87x1.50	3	PrCs	Ge	Pu	Cent	Car 1 3/16
Overland	91	100	1530	30x3½*	.....	O&G	Own	91	4-3½x4	19.60	30-2400	4	....	L	CI	He	None	CI	.....	3	.87x	Car	7.00	.....	1.37x1.50	3	Spl	No	TS	None	Til 1
Overland	93	112¾	.....	29x4.95	41	PG	Own	93	6-3x4	21.60	38-2800	4	....	L	CI	He	Cam	Al	.....	3	.73x1.81	Car	7.50	Pou	1.87x1.50	3	PrCs	Ge	Pu	Vane	Til 1
Packard	6	126	.....	33x5.77	42	Mag	Own	6	6-3½x5	29.40	62-2800	3	4.5	L	Tun	Ch	MOR	CI	1.87	3	.87x3.12	Car	10.00	.....	2.12x1.50	7	FlPr	Ge	Pu	Cent	Own 1 1/16
Packard	8	136	3430	33x6.75	44	Mag	Own	8	8-3⅝x5	36.45	84-3000	4	4.5	L	Tun	Ch	MOR	CI	1.87	3	.87x2.92	Car	10.00	.....	2.12x1.50	9	FlPr	Ge	Pu	Cent	Own 1⅞
Paige	24-26	125	2490	32x6.00	43	PG	Own	24-26	6-3¼x5	25.35	63-2800	3	....	L	CI	Ch	L-B	CI	.....	3	1.00x2.81	Car	10.50	Pou	2.37x1.87	3	FlPr	Ge	Pu	Vane	Str 1¼
Peerless	6-72	126°	2230	33x6.00	43	PG	Own	72	6-3½x5	29.40	70-2500	3	....	L	Sil	Ch	MOR	CI	1.87	4	1.12x3.25	Car	10.00	Pou	2.12x1.56	7	PrCs	Ge	Pu	Cent	Joh 1 1/16
Peerless	6-72	126°	2230	33x6.00	43	PG	Own	67	8-3¼x5	33.80	70-2700	3	....	L	Sil	He	Cam	CI	1.53	3	.87x3.00	ASt	11.00	Sep	2.12x3.00	3	PrCs	Ge	Pu	Cent	Str 1 11/16
Peerless	67	128	2800	33x6.75	43⅜	PG	Cont	8U	6-3½x4 5/8	25.35	54-2600	3	4.4	L	Sil	Ch	MOR	CI	2.31	3	1x2.81	Car	9.00	Pou	2.12x1.37	7	SpPr	Ge	Pu	Cent	Own 2
Peerless	6-80	116	.....	30x5.77	40	PG	Own	33	6-4x5½	38.40	100-2600	4	....	T	Sil	He	None	CI	3.25	3	1.06x3.51	ASt	11.00	Sep	2.25x1.75	7	FlPr	Ge	Pu	Cent	Own 1 9/16
Pierce Arrow	33	138	3600	33x5*	45	PG	Own	33	6-3½x5	29.40	70-2600	4	....	L	Sil	Ch	L-B	CI	2.26	3	.87x3.12	ASt	10.50	Sep	2 x1.50	7	FlPr	Ge	Pu	Cent	Own 1 9/16
Pierce Arrow	80	130	2600	32x5.77	43	PG	Own	80	6-3½x5	29.40	70-2600	4	....	L	Sil°	Ch	MOR	CI	2.19	3	1.06x	Car	7.31	.....	2.00x1.56	3	PrC s	Ge	.....	.....	Car
Pontiac		110	.....	29x4.75	.....	PG	Own	.....	6-3¼x3¾	25.35	40-2400	3	4.6	....	Sil°	Ch																
Reo	T6	120	2530	32x6.20	42	PG	Own	T6	6-3 5/16x5	24.30	50-2000	4	4.8	F	CI°	He	Cra	Al	2.25	3	.98x2.87	Car	10.50	Pou	2.25x1.67	4	SpPr	Pi	Pu	Cent	Sch 1¼
Revere	25	131	.....	32x6.20	.....	OC	Cont	6J	6-3¾x5	33.75	70-2400	3	4.3	L	ChN	He	Idler	CI	.....	3	1.12x3.37	Car	11.00	Pou	2.37x1.87	4	PrCs	Ge	Pu	Cent	Sch 1½
Revere	M	131	.....	32x4½*	.....	OC	Mon	M	4-4 5/8x6	30.63	.....	3	....	H	.....	Ch	.....	Al	.....	3	1.25x	ASt	12.00	.....	.....	2	PrCs	.....	Pu	Cent	Str
Rickenbacker	E	117	2210	31x5.25	43	PG	Own	E	6-3¼x4¾	25.35	67-3000	4	4.7	L	CI	Ch	MOR	CI	1.81	4	1 x2.81	Car	10.00	Pou	2x1.37	7	PrCs	Ge	Pu	Vane	Str 1 1/16
Rickenbacker	B8	121½	2550	33x6.00	43	PG	Own	B8	8-3¼x4¾	33.8	80-3000	4	4.7	L	CI	Ch	MOR	CI	1.81	4	1 x2.81	Car	10.00	Pou	2x1.37	9	PrCs	Ge	Pu	Vane	Zen 1 3/16
Roamer	4-75E	128	.....	32x4½*	.....	PG	R-D	G-1	4-4¼x6	28.90	78-2400	3	4.7	H	Tun	Ch	MOR	Al	.....	3	.87x2.81	Car	8.25	.....	2.31x2.50	3	PrCs	Ge	Pu	Cent	Str 2
Roamer	6-50	115	.....	31x5.25	.....	PG	Cont	7U	6-3 1/8x4¼	23.44	49-2500	3	4.5	L	Nic	Ch	MOR	CI	1.93	3	1.25x3.75	Car	12.00	.....	2.00x1.37	4	PrCs	Ge	Pu	Cent	Sch 1
Roamer	6-54E	138°	.....	32x4½*	.....	PG	Cont	9M	6-3½x5¼	29.40	50-2000	3	....	L	.....	He	.....	CI	.....	3	1.15x	Dur	.....	Pou	.....	3	SpPr	Pi	Pu	Vane	Str 1¼
Roamer	8-88	138	.....	32x6.20	.....	PG	Lyc	H	8-3x4½	28.80	63-3000	3	4.6	L	Sil	Ch	L-B	CI	.....	3	.87x2.87	Car	9.00	.....	2.12x1.50	5	PrCs	Ge	Pu	Cent	Sch 1½
Rolls Royce	S.GH	143½	3700	33x5*	39	PG	Own	40-50	6-4½x4¾	48.60	80-2000	3	4.0	L	Sil	He	None	Al	.....	6	1.00x4.25	ASt	9.90	.....	2.25x1.86	7	FlPr	Ge	Pu	Cent	Own 1⅞
Star	4-M	103	1450	30x3½*	34	PG	Cont	Spec	4-3⅜x4¼	18.23	30-2200	4	....	L	NS	Ch	MOR	AI	1.94	3	.86x2.80	Car	8.00	Pou	1.50x1.44	3	FlPr	Ge	Pu	Cent	Til 1
*Star	Std. 6	107	.....	29x4.95	36	PG	Cont	Spec	6-2¾x4¾	18.15	40-2400	4	....	L	.....	Ch	MOR	.....	1.94	3	x2.32	Car	8.00	Pou	2x1.12	4	FlPr	Ge	Pu	Cent	Til
Stearns Knight	B	119	2900	33x4½*	.....	PG	Own	B	4-3¾x5⅝	22.50	63-2400	3	4.5	S	No	Ch	RAM	CI	2.59	3	.98x3.37	Car	12.37	Pou	2x2.37	3	PrCs	Ge	Pu	Vane	Joh 1¼
Stearns-Knight	C	121	3000	33x6.00	47	PG	Own	C	6-3¼x5	25.35	55-2400	3	4.6	S	No	Ch	RAM	Al	2.12	4	.98x2.87	Car	11.00	Pou	2.37x1.75	4	PrCs	Ge	Pu	Vane	Joh 1¼
Stearns-Knight	S	130	3350	33x6.00	48	PG	Own	S	6-3½x5	29.40	76-2400	3	4.9	S	No	Ch	RAM	Al	2.50	4	.98x3.12	ASt	12.06	Pou	2.50x2	4	SpPr	Ge	Pu	Cent	Str 1½
Stevens Duryea	G	138	.....	33x5*	.....	PG	Own	G	6-4 1/16x5½	47.27	.....	4	....	L	Tun	He	Cam	CI	2.68	3	1.00x4.00	ASt	11.62	Pou	2.06x2.02	4	F.Pr	Ge	Pu	Cent	Str 1
Studebaker	Stdd6	113	2090	31x5.25	40	PG	Own	ER	6-3⅜x4½	27.34	50-2200	3	4.5	L	CI	Ch	L-B	CI	.....	4	.87x	ASt	10.00	Pou	2.00x1.50	4	FlPr	Ge	Pu	Cent	Str 1¼
Studebaker	Spec 6	120	2595	32x6.20	43 5/6	PG	Own	EQ	6-3½x5	29.40	65-2400	4	4.5	L	CI	He	None	CI	.....	4	1.00x	ASt	11.25	Pou	2.31x1.75	4	FlPr	Ge	Pu	Cent	B&B 1½
Studebaker	Big 6	127	2660°	32x6.20°	45½	PG	Own	EP	6-3⅛x5	36.04	75-2400	4	4.5	L	CI	He	None	CI	.....	4	1.00x	ASt	11.25	Pou	2.31x1.75	4	FlPr	Ge	Pu	Cent	Zen 1¼
Stutz	AA	131	.....	32x6.20	24	Mag	Own	.....	8-3 5/16x4½	32.52	90-3200	3	4.8	I	Sil	Ch	L-B	SS	2.43	3	.87x3.17	Dur	9.25	Pou	2.37x1.37	9	FlPr	Ge	Pu		
Velie	60	118	.....	30x5.25°	37	PG	Own	52	6-3 5/16x4 5/8	24.40	58-3000	3	4.7	I	Sil	He	Cam	CI	2.12	4	.87x2.87	Car	10.00	Pou	2.25x1.50	4	FlPr	Ge	TS	None	Str 1¼
Wills-Ste.Claire	W6	127	2395	33x6.00	27¾	PG	Own	W6	6-3¼x5½	25.35	66-3300	4	4.0	I	Sil	He	None	CI	1.84	3	.75x3.06	Al	11.00	DC	2.85x1.37	7	FlPr	Ge	Pu	Cent	Sch 1½
Wills Ste. Claire	C68	127	2250	32x6.20	27¾	PG	Own	C68	8-3¼x4	33.80	65-2700	4	4.1	I	Sil	He	Idler	CI	1.84	3	.75x3.06	ASt	8.00	Sep	1.75x2.02	3	FlPr	Ge	TS	None	Sch 1 5/32
Willys-Knight	66	126	2892	32x6.20	49	PG	Own	66	6-3¼x4¾	25.35	60-2800	4	....	S	None	Ch	L-B	Al	.....	4	.87x	Car	11.50	Pou	2.12x1.50	7	PrCs	Ge	Pu	Cent	Til 1
Willys-Knight	70	113¼	.....	30x5.25	35½	PG	Own	70	6-2 5/16x4 3/8	20.67	53-3200	3	....	S	None	Ch	L-B	Al	2.00	3	.75x2.69	Car	10.00	Pou	2.00x1.94	7	PrCs	Ge	Pu	Cent	Til 1

ABBREVIATIONS

AI—Aluminum Iron
Al—Aluminum
Anst—Ansted
ASt—Alloyed Steel

B&B—Ball and Ball

Cam—Camshaft
Car—Carbon Steel
Cent—Centrifugal
Ch—Chain
ChN—Chrome Nickel
CI—Cast Iron
Cont—Continental
Cra—Crankshaft
Crt—Carter
C-V—Chrome Vanadium

Ec—Eccentric

FIPr—Full Pressure to All Bearings

Ge—Gear

H—"H" head
He—Helical Gear

I—Valve in head

Joh—Johnson

L-B—Link Belt
L—"L" head
Lyc—Lycoming

Mag—Central Magazine
Mar—Marvel
Mon—Monson
MOR—Morse

Nic—Nickel
NS—Nickel Steel

OC—Oil Cups
O & G—Oil & Grease Cup
OW—Oil Cups with Wick Feed

Pi—Piston
PG—Pressure Gun
Pou—Poured
Pr Cs—Pressure to Main Crankshaft and Connecting Rod Bearings only, Splash to Other Parts
Pu—Pump

RAM—Ramsey
Ray—Rayfield
R-D—Rochester Duesenberg

S—Sleeve
Sch—Schebler
Sep—Separate
Sil—Silcrome
Sp—Spur Gear
Spec—Special
Spl—Splash
SpPr—Splash with Pressure
SS—Semi-Steel
Ste—Stewart
Str—Stromberg

T—"T" head
Til—Tillston
TS—Thermo Syphon
Tun—Tungsten

Wisc—Wisconsin

Zen—Zenith

Mechanical Specifications Continued on next page

Mechanical Specifications of 1926 Passenger Cars—Cont'd from preceding page

CAR MAKE AND MODEL	CLUTCH		GEARSET		Universals Type and Make	Propeller Shaft No. Pieces	FRONT AXLE		REAR AXLE					BRAKES				WHEELS		RIMS			STEER GEAR		SPRINGS				ELECTRICAL SYSTEM				
														Foot			Hand								Front		Rear			Gen. & Starter		Battery	
	Make and Model	Type	Make	Location	Type and Make		Make	Inclination Steer. Pivot (Degrees)	Make	Type	Gear Ratio	Propulsion Taken by	Torque Taken by	Type and Location	Action	Width of Drum (Ins.)	Type and Location	Type	Make	Type	Make	Diam. and Width (Ins.)	Make	Type	Type	Length and Width (Ins.)	Type	Length and Width (Ins.)	Spark Control	Starter Engagement	Make	Type	Voltage & Capacity (Amperes)
Ajax	B&B 9Q	SP	Own	Eng	f-The	1	Own	O	Own	½F	43/9	Spr	Spr	B -FW	DM	1¾	Ex-Dr	D	Budd	SS	Budd	21x3½	Ross	C&L	½E	36x2	½E	50½x2	Au	Ben	A-L	USL	6-92
Apperson 6	Rock	SP	Mec	Eng	m-Ste	2	Col	....	Col	½F	51/10	Spr	Spr	B -Fw	DM	.....	In-Rw	D	Ind	SS	Fir	21x ■	Ross	C&L	½E	34x1¾	¾E	48x2	Ha	Ben	Remy	Pres	6-112
Apperson St 8	Rock	SP	Mec	Eng	m-Mec	2	Col	....	Col	½F	51/10	Spr	Spr	B -Fw	DM	.....	In-Rw	D	Ind	SS	Fir	21x	Ross	C&L	½E	34x1¾	¾E	48x2	Ha	.....	Remy	Pres	6-112
Auburn 4-44	B&B	SP	W-G	Eng	m-Uni	1	Sal	....	Sal	½F	51/10	Spr	Spr	Ex-Fw	DH	.....	Ex-Dr	A	Bim	SS	Fir	28x4	.....	C&L	½E	38⅜x2	½E	56¾x2	Ha	Ben	Remy	USL	.....
Auburn 6-66	Long 8C	SP	W-G	Eng	m-Uni	1	Col	6	Col	½F	51/10	Spr	Spr	B -Fw	DM	2	Ex-Dr	A	Bim	SS	Fir	28x4	Ross	C&L	½E	38⅜x2	½E	56¾x2	Au	Ben	Remy	USL	6-80
Auburn 8-88	Long 9C	SP	W-G	Eng	m-Uni	1	Col	6	Col	½F	51/10	Spr	Spr	B -Fw	DM	2	Ex-Dr	A	Mot	SS	Fir	28x4	Ross	C&L	½E	38⅜x2	½E	56¾x2	S-A	Ben	Remy	USL	6-90
Buick Stdd	Own	MD	Own	Eng	m-Own	1	Own	....	Own	¾F	49/10	TT	TT	Ex-Fw	DM	2⅜	In-Rw	A	Jax	SS	Jax	21x4	Jac	S&N	½E	36½x2	Ca	48x2½	S-A	SG	Delco	Exi	6-84
Buick Master	Own	MD	Own	Eng	m-Own	1	Own	....	Own	FF	47/10	TT	TT	Ex-Fw	DM	2½	In-Rw	A	Jax	SS	Jax	21x4½	Jac	S&N	½E	36⅞x2	Ca	47⅝x2½	S-A	SG	Delco	Exi	6-100
Cadillac 314	Own	MD	Own	Eng	m-Spi	1	Own	2	Own	FF	45/10	Spr	TA	B -Fw	DM	2¼	In-Rw	A	Kel	SS	Kel	21x6	Own	W&S	½E	42x2	½E	60x2¼	H&S	SG	Delco	Exi	6-130
Case JIC	Own	MD	Own	Eng	f-Sne	3	Col	9	Col	½F	49/10	Spr	Spr	Ex-Fw	DH	2½	Ex-Dr	A	Mut	SS	Fir	20x3	Ross	C&L	½E	39x2	½E	54⅜x2½	S-A	Ben	Delco	Will	6-118
Case Y	Own	MD	Own	Eng	f-Sne	3	Col	9	Col.	¾F	49/10	TT	TA	Ex-Fw	DH	3 ■	Ex-Dr	A	Mut	SS	Fir	20x3	Ross	C&L	½E	39½x2	½E	57x2½	S-A	Ben	Delco	Will	6-132
Case		SP	Own	Eng	f-Own	1	Own	...	Own	¾F	49/11	Spr	Spr	Ex-Rw	DM	2⅞	Ex-Dr	A	Mot	SS	Mot	20¹¹/₁₆ 4.2	Own	W&S	½E	40¾x2	½E	59¼x2	S-A	Ben	ABos	Pres	6-105
Chandler 35	B&B	SP	Own	Eng	m-Own	1	Own	O	Own	½F	42/11	Spr	TT	Ex-Rw	DM	1¾	In-Rw	A, D	.....	SS	.....	23x	Own	.....	½E	36x1¾	½E	54x1¾	Ha	Ben	Remy	Var	6-90
Chevrolet K	Own	SP	Own	Eng	m-Own	1	Own	7	Own	½F	46/10	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Hay	SS	Kel	20x4	Gem	W&S	½E	36x2	½E	53x2	S-A	Ben	Remy	Will	6-100
Chrysler 4-F	Rock	SP	Own	Eng	f-Own	1	Own	7	Own	½F	43/10	Spr	Spr	Ex-Fw	DH	1½	Ex-Dr	A	Mot	SS	Mot	20x4	Gem	W&S	½E	35½x1¾	½E	51⅞x2	S-A	Ben	Remy	Will	6-100
Chrysler 6-G	Rock	SP	Own	Eng	m-Uni	1	Own	7	Own	½F	43/10	Spr	Spr	Ex-Fw	DH	2⅜	Ex-Dr	A	Kel	SS	Kel	20x4½	Ross	C&L	½E	41½x2¼	½E	58x2¼	SA	SG	Remy	Pres	6-160
Chrysler Imperial	Own	SP	Det	Eng	m	...	.....	.....	Tim	½F	47/11°	Spr	Spr	Ex-Fw	DH	2⅜	Ex-Dr	A	Kel	SS	Kel	20x4½	Ross	C&L	½E	41½x2¼	½E	58x2¼	S-A	Ben	ABos	Pres	6-80
Cleveland 31	B&B 9Q	SP	Own	Eng	f-Pick	1	Own	0	Own	½F	49/10	Spr	Spr	Ex-Rw	DM	1¾	Ex-Dr	A	Mot	SS	Jax	21x4	CAS	W&S	½E	33½x1¾	½E	51x1¾	S-A	Ben	ABos	Pres	6-80
Clevelan 43	B&B 10Q	SP	Own	Eng	f-Spe	1	Own	5	Own	½F	49/10	Spr	Spr	Ex-Rw*	DM	2	Ex-Dr	A	Bim	SS	Fir	21x4	CAS	W&S	½E	38½x2	½E	54x2	S-A	Ben	ABos	Pres	6-80
Cunningham V-6	Own V-6	MD	Own	Eng	f-Spe	1	Tim	6	Tim	FF	55/13	Spr	TA	In-Fw	DM	2	In-Fw	O	Opt	SS	Fir	31x5	Gem	W&W	½E	40x2½	¾E	62x2½	S-A	Ben	Delco	Will	6-132
Dagmar 6-60	B&B-DX	SP	W-M	Eng	m-Spi	1	Sal	....	Sal	½F	51/10	Spr	Spr	Ex-Rw*	DH	.. ..	Ex-Dr	D	Ind	SS	Fir	20x4½	Ross	C&L	½E	36½x2	½E	52x2	Ha	Ben	Delco	Exi	6-111
Dagmar 6-70	B-L 35	MD	B-L	Eng	m-Spi	1	Tim	....	Tim	½F	49/10	Spr	Spr	Ex-Rw	DM	.....	In-Rw	D	Ind	SS	Fir	.....	Ross	C&L	½E	36x2	½E	52x2¼	.....	Ben	Delco	Exi	6-111
Davis 92	B&B-10DX	SP	W-G	Eng	m-Pet	1	Col	6½	Col	½F	40/10	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	D	Mot	SS	Fir	20x4	Ross	C&L	½E	35x2	½E	52x2	S-A	Ben	Delco	Will	6-100
Davis 93	B&B 9Q	SP	W-G	Eng	m-Pet	1	Col	6½	Col	½F	.....	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	D	Mot	SS	Jax	20x4	Ross	C&L	½E	52x2	½E	52x2	S-A	Ben	A-L	Will	6-100
Diana St8	B&B-10QL	SP	War	Eng	m-Mec	1	Col	2	Col	½F	51/10	Spr	Spr	Ex-Fw	DH	1¾	Ex-Dr	A	Mut	SS	Fir	28x4	Ross	C&L	½E	36x2	½E	54¼x2	S-A	Ben	Delco	USL	6-100
Dodge Brothers	Own	MD	Own	Eng	m-Own	1	Own	....	Own	½F	50/12	Spr	TT	Ex-Rw	DM	2¼	In-Rw	A	Kel	SS	Kel	20x4	Own	W&W	½E	37x2	½E	55x2	HS	Ch	N-E	Will	12-50
Duesenberg	Own	SP	Own	Eng	f-Cli	1	Own	....	Own	½F	49/10°	TT	TT	In-Fw	DH	2¼	Ex-Dr	W	RW	SS	Fir	23x	Ross	C&L	½E	39x2¼	½E	59x2½	S-A	Ben	Delco	Exi	6-100
DuPont	Long 10	MD	Cpl	Eng	m-Uni	2	Col	1	Col	½F	49/11	Spr	Spr	Ex-Fw	DH	2¼	Ex-Dr	A	StM	SS	Fir	20x	Ross	C&L	½E	39x2	½E	59x2½	Ha	Ben	ABos	Wes	6-95
Durant	Own	SP	Own	Sep	m-Spi	1	Own	....	Own	½F	39/9	Spr	Spr	Ex-Rw	DM	2¼	In-Rw	A	Hay	SS	Hay	20x4	Own	W&W	½E	34¾x2	½E	50½x2	.....	Ben	A-L	USL	6-92
Elcar 4-55	B&B 9Q	SP	W-G	Eng	m-Mec	1	Sal	4	Sal	½F	47/10	Spr	Spr	Ex-Rw*	DM	2	Ex-Dr	A	Pru	SS	Fir	20x4	Ross	C&L	½E	34x2	½E	51x2	S-A	Ben	A-L	USL	6-84
Elcar 6-65	B&B 9Q	Sp	W-G	Eng	m-Mec	1	Sal	6	Sal	½F	47/10	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Pru	SS	Fir	20x	Ross	C&L	½E	34x2	½E	51x2	Au	Ben	Remy	USL	6-84
Elcar 8-81	.....	MD	W-G	Eng	m-Mec	2	Sal	....	Sal	½F	66/14	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Day	SS	Fir	20x	Ross	C&L	½E	37x2	½E	58x2½	S-A	Ben	Remy	USL	6-106
Essex 6	Own	MO	Own	Eng	m-Spi	2	Own		Own	½F	56/10	Spr	Spr	Ex-Rw	DM	1¾	In-Rw	A	Mot	SS	Jax	21x4	Own	W&W	½E	36x2	½E	54⅞x2	Au	Ben	ABos	Pres	6-105
Flint 60	Own	SP	War	Sep	m-Spi	1	Ada	....	Ada	¾F	46/9	Spr	Spr	In-Fw	DH	2¼	Ex-Dr	A	Hay	SS	Hay	20x4¼	Ross	C&L	½E	36x2	½E	51½x2	Ha	Ben	A-L	USL	6-92
Flint 80	Own	SP	War	Sep	m-Spi	1	Ada	....	Ada	¾F	43/9	Spr	Spr	In-Fw	DH	2¼	Ex-Dr	A	Hay	SS	Hay	20x4⅜	Ross	C&L	½E	36½x2	½E	55x2	Ha	Ben	A&L	USL	6-117
Ford T	Own T	MD	Own	Eng	m-Own	1	Own	5½	Own	½F	40/11	TT	TT	Ex-Dr	DM	1¹⁵/₁₆	In-Rw	A	Var	Opt	Var	23x3½	Own	Pla	T½	31½x1½	T½	43½x2	Ha	Ben	Own	Own	6-80
Franklin 11A	B-L-10"	Sp	Own	Eng	m-Spi	1	Own	0	Onw	½F	52/11	Spr	Spr	Ex-Dv	DM	3½	Ex-Rw	A	Hoo	SS	Fir	21x4	Own	W&W	FE	36x1¾	½E	38x1¾	S-A	Ben	Dyn	Will	6-132
Gardner 6A	B&B-10QL	SP	War	Eng	m-Cle	1	Col	7	Col	½F	49/10	Spr	Spr	In-Fw	DM	1⅝	In-Rw	A	Mut	SS	Jax	21x2¹¹/₁₆	Ross	C&L	½E	38x2	½E	57x2¼	S-A	Ben	Remy	Pres	6-93
Gardner 8A	B&B-10QL	SP	War	Eng	m-Cle	1	Col	7	Col	½F	51/10	Spr	Spr	In-Fw	DM	1⅝	In-Rw	A	Dis	SS	Fir	20x2¾	Ross	C&L	½E	38x2	½E	57x2¼	S-A	Ben	Remy	Pres	6-135
Gray S	Own	SP	Det	Eng	f-Sne	2	Own	7	Tim	½F	39/10	Spr	Spr	Ex-Rw	DM	1½	Ex-Dr	A	Kel	SS	Kel	21x3½	Own	W&W	½E	36x2	¼E	30x2a	Ha	Ben	A-L	USL	6-84
Hertz D-1	Long 10	MD	Det	Eng	m-Spi	1	Tim	6	Tim	½F	44/9	Spr	Spr	Ex-Rw*	DM	2½	Ex-Dr	D	Mot	SS	Fir	20x4½	Ross	C&L	½E	37x2⅜	½E	56x2⅜	S-A	Ben	Delco	Ves	6-100
Hudson Super 6	Own	MO	Own	Eng	m-Spi	2	Own	....	Own	½F	49/11	Spr	Spr	Ex-Rw	DM	2½	In-Rw	A	Mot	SS	Fir	21x4½	Gem	W&S	½E	39x2½	½E	57¹¹/₁₆x2¼	S-A	SG	ABos	Pres	6-120
Hupmobile A-1	B&B 9Q	SP	Det	Eng	m-Mec	...	Own	2¼	Own	½F	49/10	Spr	Spr	B-Fw	DM	2	Ex-Rw	A	Kel	SS	Kel	21x4	Ross	C&L	½E	37x2	½E	54x2	S-A	Ben	A-L	Will	6-100
Hupmobile E-2	Long 8C	SP	Det	Eng	m-Uni	1	Own	....	Own	½F	54/11	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Kel	SS	Kel	21x5	Ross	C&L	½E	37⅜x2	½E	56½x2	S-A	Ben	A-L	Will	6-153
Jewett New Day	Rock 9HH	SP	War	Eng	m-Mec	1	Sal	0	Sal	½F	49/10	Spr	Spr	Ex-Fw	DH	2¼	Ex-Dr	A°	Mot°	SS	Jax	20x	Gem	W&S	½E	36x2	½E	54x2	Au	Ben	Remy	Wes	6-115
Jordan A	Det	SP	Det	Eng	m-The	2	Tim	2½	Tim	½F	51/11	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Mot	SS	Fir	29x4½	Gem	W&W	½E	37x2	½E	55¾x2	S-A	Ben	ABos	Will	6-135
Jordan J	Long	SP	War	Eng	m-Uni	2	Tim	....	Tim	½F	49/11°	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Mot	SS	Mot	28x4	Gem	W&W	½E	37x2	½E	55¾x2	S-A	Ben	ABos	Will	6-135
Kissel 55	B&B-10QL	SP	W-G	Eng	m-Pet	2	Tim	....	Tim	½F	45/11	Spr	Spr	Ex-Fw	DH	2⅝	Ex-Dr	A	Bim	SS	Fir	.....	Ross	C&L	½E	38x2	½E	56x2¼	S-A	Ben	Remy	Will	6-118
Kissel 75	B&B-10QL	SP	W-G	Eng	m-Pet	2	Tim	....	Tim	½F	49/10	Spr	Spr	Ex-Fw	DH	2⅝	Ex-Dr	A	.....	SS	Fir	28x4½	Ross	C&L	½E	38x2	½E	56x2¼	S-A	Ben	Remy	Will	6-118
Lexington 6-50	Long 10	MD	W-G	Eng	f-Pick	3	Sal	6	Sal	½F	51/10	Spr	Spr	Ex-Fw	DH	2¾	Ex-Dr	A	WW	SS	WW	28x4	Ross	C&L	½E	38x2	½E	56x2	S-A	Ben	ABos	Will	6-100
Lincoln 8	Own	MD	Own	Eng	m-Spi	1	Tim	2	Tim	FF	55/12	TT	TT	Ex-Rw	DM	3	In-Rw	A	Kel	SS	Kel	23x5	Own	W&S	½E	39x2¼	½E	60x2½	Ha	SG	Delco	Exi	6-135
Locomobile Jr 8	Spi Spe	SP	Own	Eng	m-Uni	2	Own	2½	Own	½F	43/9°	Spr	Spr	In-Fw	SM	2⅞	In-Rw	A	Hay	SS	Hay	.....	Ross	C&L	½E	37½x2	½E	55⅝x2	S-A	Ben	DeJ	USL	6-85
Locomobile 48	Own	SP	Own	Sep	m-Spi	1	Own	7½	Own	FF	35/10	RR	TA	B-Fw	DM	4⅛	In-Rw	A	Jon	SS	Fir	25x4½	Own	C&L	½E	40x2	¾E	50x2¼	S-A	Ben	Wes	Pres	12-105
Locomobile 90	Own	SP	Own	Sep	m-Uni	2	Eat	2½	Eat	½F	45/10	Spr	TA	In-Fw	SM	2¹³/₁₆	In-Rw	A	Hay	SS	Fir	20x	Ross	C&L	½E	40x2	½E	60x2½	S-A	SG	DeJ	USL	6-166
Marmon 74	Own	MD	Own	Eng	m-Spi	2	Own	2	Own	¾F	Var	TT	TT	Ex-Rw*	DM	2¼	In-Rw	A	.....	SS	Fir	20x4½	Own	S&N	½E	39½x2	TX	45x2½	S-A	Ben	Delco	Wes	6-170
McFarlan SV	Long 10	MD	W-G	Eng	m-Uni	3	Tim	8½	Tim	½F	47/11	TT	TA	Ex-Fw	DH	2¼	Ex-Dr	A	Bim	SS	Fir	21x4½	Ross	C&L	½E	39x2	½E	58½x2¼	S-A	Ben	Delco	Will	6-120
McFarlan TV	B&B FJS	SP	B-L	Sep	f-Sne	1	Tim	½	Tim	FF	39/11	TT	TA	Ex-Fw	DH	2½	In-Rw	A	Bim	SS	Fir	21x4½	Ross	C&L	½E	40x2¼	½E	64x2½	S-A	Ben	DeJ	Will	6-165
McFarlan St 8	B&B DX	SP	W-G	Eng	m-Uni	3	Tim	½	Tim	½F	51/10	TT	TA	Ex-Fw	DH	2¼	Ex-Dr	A	.....	SS	Fir	21x4½	Ross	C&L	½E	39x2	½E	58½x2¼	S-A	Ben	Delco	Will	6-120

Moon............***Series A***	B&B 10Q	SP	W-G	Eng	m-Spi	1	Sal	2½	Sal	½F	53/11	Spr	Spr	Ex-Fw	DH	1¾	Ex-Dr	D	WW	SS	Buf	28x4	Ross	C&L	½E	36x2	½E	54x2	S-A	Ben	Delco	USL	6-84
Moon............**London**	B&B 161	SP	B-L	Eng	m-Spi	1	Tim	2½	Tim	½F5	6/11	Spr	Spr	Ex-Fw	DH	2	In-Rw	D	Dis	SS	Dis	29x4½	Ross	C&L	½E	39x2	½E	54⅞x2	S-A	Ben	Delco	Exi	6-100
Nash...............Adv	B&B 10	SP	Own	Eng	m-Own	1	Own	0	Own	½F	4.5	Spr	Spr	B-Fw	DM	2F	Ex-Dr	D	Budd	SS	Budd	21x4	Gem	W&S	½E	39½x2	½E	56½x2¼	H&A	SG	Delco	Gou	6-117
Nash..............**Spec**	B&B 10	SP	Own	Eng	m-Own	1	Own	0	Own	½F	4.9	Spr	Spr	B-Fw	DM	2	Ex-Dr	D	Budd	SS	Budd	....	Gem	W&S	½E	37⅛x2	½E	53⅞x2	H&A	SG	Delco	USL	6-92
Oakland............**"6"**	Own	SP	Mun	Eng	m-Mec	2	Own	....	Own	½F	52/11	Spr	Spr	Dx-Fw	DM	2	Ex-Dr	A	Mot	SS	Jax	20x4	Jac	S&N	½E	36x2	½E	52½x2	Au	Ben	Remy	Will	6-100
Oldsmobile............**30**	B&B 9Q	SP	Mun	Eng	f-Thm	1	Own	2⅛	Own	½F	51/10	Spr	Spr	Ex-Rw	DM	1¾	Ex-Dr	A	Mot	SS	Jax	21x3½	Jac	S&N	½E	35x2	½E	50¼x2	Au	Ben	Delco	Will	6-100
Overland............**91**	B&B	SP	Own	Eng	m-Own	2	Own	....	Own	½F	45/10	TT	TT	Ex-Rw	DM	1½	In-Rw	A	Hay	S	Hay	21x4	Own	Pla	Spe	21x2	½E	25x2	Ha	Ben	A-L	USL	6-84
Overland............**93**	Own	MD	Own	Eng	m-Own	3	Own	2	Own	½F	46/9	Spr	Spr	Ex-Rw	DM	2	Ex-Dr	A	Hav	SS	Hay	20x4	Own	W&W	½E	34¾x2	½E	52½x2	S-A	Ben	A-L	USL	6-84
Packard..............**6**	Own	MD	Own	Eng	m-Mec	1	Own	1	Own	½F	56/12°	Spr	TA	B-Fw	DM	2	In-Rw	D	Mot	SS	Dis	23x4½	Own	W&S	½E	38x2	½E	56x2½	H&S	Ben	Dyn	Pres	6-112
Packard..............**8**	Own	MD	Own	Eng	m-Mec	1	Own	1	Own	½F	56/12	Spr	TA	B-Fw	DM	2F	In-Rw	D	Mot	SS	Dis	21x5	Own	W&S	½E	38x2	½E	56x2¼	K&S	Ben	Dyn	Pres	6-160
Paige............**24-26**	Long . . 10A	Mdd	W-G	Eng	M-Mec	1	Sal	7	Sal	½F	53/11	Spr	Spr	ExFw	DH	2⅞	ExDr	A	Mot	SS	Jax	20x4½	Gem	W&S	½E	38x2	½E	58x2¼	S-A	Ben	Remy	Wes	6-115
Peerless............**6-72**	Own	MD	Own	Eng	m-Spi	2	Tim	6	Tim	¾F	49/10	TT	TA	Ex-Fw	DH	2¾	In-Rw	A	Mot	SS	Fir	31x5	Gem	W&S	½E	38x2¼	½E	56x2¼	S-A	Ben	Delco	Exi	6-100
Peerless..............**67**	Own	MD	Own	Eng	m-Spi	2	Tim	6	Tim	¾F	49/10	TT	TA	Ex-Fw	DH	3¼	In-Rw	A	Kel	SS	Kel	31x5	Gem	W&S	½E	41x2¼	½E	60x2¼	S-A	Ben	Delco	Exi	6-100
Peerless............**6-80**	B&B 10QL	SP	Det	Eng	m-	2	Col	9	Col	½F	49/11	Spr	Spr	Ex-Fw	DH	2¾	Ex-Dr	A	Mot	SS	Fir	20x4	Ross	C&L	½E	37¾x2	½E	54¼x2¼	S-A	Ben	A-L	USL	6-
Pierce Arrow..........**33**	Own	MD	Own	Sep	m-Spi	2	Own	3	Own	½F	60/14	Spr	TA	Ex-Rw*	DM	3⅜	In-Rw	A	Own	SS	Fir	32x4½	Own	S&N	½E	40½x2	½E	61½x2¾	S-A	SG	Delco	Will	6-150
Pierce Arrow..........**80**	B&B FGX	SP	B-L	Eng	m-Spi	2	Tim	3	Eat	½F	49/11	Spr	TA	In-Fw	DM	2 5/16	In-Rw	A	Own	SS	Rub	31x4½	Gem	W S	½E	38x2	½E	56½x2¼	S-A	SG	Delco	Will	6-111
Pontiac...............	Own	SP	Own	......	....	...	....	....	....	....	45/11	TT	TT	Ex-Rw	DM	2	In-Rw	A	.....	SS	.....	....	......	W&G	.....	36x1¾	.....	54x1¾	Au	Ben	Remy	Pres	6-80
Reo...............**T-6**	Own T-6	MD	Own	Sep	M°Own	1	Own	1¾	Own	½F	47/10	Spr	TA	Ex-Rw	DM	2½	In-Rw	D	Mot	SS	Fir	20x4	Own	BPS	½E	38⅝x2	½E	55¼x2 54½x2	Ha	Ch	N-E	Will	6-111
Revere..............**25**	Full-SC 12	MD	Ful	Eng	m-Spi	1	C 1	0	Col	¾F	Var	Spr	Spr	In-Fw	DM	3	Ex-Dr	A	Fir	SS	Fir	20x4	Gem	W&S	½E	42x2¼	½E	60x2½	Ha	Ben	Wes	Pres	6-92
Revere..............**M**	B&B	SP	B-L	Eng	m-Spi	1	Own	....	Own	½F	Var	TT	TT	In-Rw*	DM	3	Ex-Rw	A	Han	SS	Han	23x4½	Gem	W&S	½E	42x2½	½E	60x2½	Ha	Ben	Wes	Pres	6-92
Rickenbacker..........**E**	Long 9-C	SP	Mec°	Eng	m-Mec	2	Col	2½	Col	½F	47/10	Spr	Spr	In-Fw	DM	2 13/16	Ex-Dr	A	Kel	SS	Kel	21x4	Gem	W&S	½E	36x2	½E	57x2½	S-A	SG	ABos	USL	6-106
Rickenbacker.........**B-8**	Long 10A	SP	War	Eng	m-Mec	2	Col	2½	Col	½F	47/10	Spr	Spr	In-Fw	DM	2 13/16	Ex-Dr	A	Kel	SS	Kel	21x4½	Gem	W&S	½E	37x2	½E	59x2½	S-A	SG	ABos	USL	N-166
Roamer...........**4-75E**	B-L 35-4	MD	B-L	Eng	f-M&E	...	Tim	....	Tim	¾F	49/11	Spr	Spr	Ex-Rw	DH	.....	In-Rw*	W	Hay	SS	Hay	23x	Jac	S&N	½E	39x2	Ca	55¾x2	Ha	Ben	Wes	Pres	6-112
Roamer............**6-50**	B&B DX	SP	Dur	Eng	f-Uni	...	Sal	....	Sal	½E	51/11	Spr	Spr	Ex-Fw	DH	2½	Ex-Dr	O	Ind	SS	Fir	21x	Ross	S&N	½E	38x2	½E	52x2	Ha	Ben	A-L	Pres	6-92
Roamer...........**6-54E**	B&B-DX	SP	Ful	Eng	f-M&E	...	Tim	....	Tim	¾F	49/11	Spr	Spr	In-Rw*	DM	.....	In-Rw*	W	Hay	SS	Hay	32x4½	Jac	S&N	½E	39x2	Ca	55¾x2	Ha	Ben	Wes	Pres	6-112
Roamer............**8-88**	B&B-DX	SP	Cpl	Eng	f-Uni	...	Sal	....	Sal	¾F	49/12	Spr	Spr	Ex-Fw	DH	2½	Ex-Dr	O	Ind	SS	Fir	20x	Ross	S&N	½E	39x2	Ca	55¾x2	Ha	Ben	A-L	Pres	6-112
Rolls Royce..........**s.Gh**	Own......	CO	Own	Eng	m-Own	1	Own	....	Own	FF	52/14	TT	TT	In-Rw	DM	2	In-Rw	W	Own	SS	Cle	23x5	Own	S&N	½E	42x2	Ca	54½x2½	S-A	Mag	Wes	Exi	6-120
Star...............**4–M**	Own	SP	Own	......	m°-Spi	1	Own	....	Own	½F	39/8	Spr	Spr	Ex-Rw	DM	2	In-Rw	A	Hay	SS	Hay	23x3½	Own	W&W	½E	35⅞x1¾	½E	53¾x1¾	Ha	Ben	A-L	USL	6-84
Star..............Std **6**	Own	SP	......	Sep	....	1	....	....	....	½F	......	Spr	Spr	Ex-Rw	DM	2	In-Rw	A	Bim	SS	Bim	....	Own	W&W	½E	35⅞x1¾	½E	53¾x1¾	Ha	Ben	A-L	....	......
Stearns-Knight.........**B**	M&E	MD	Own	Eng	f-Cli	2	Own	7½	Own	½F	49/10	Spr	TA	Ex-Rw*	SM	2	In-Rw	A	Mut	SS	Fir	21x5	Ross	C&L	FE	40½x2½	Ca	50x2½	Ha	Ben	A-L	USL	12-84
Stearns-Knight.........**C**	M&E 10	MD	Own	Eng	f-Cli	2	Own	7½	Own	½F	49/10	Spr	TA	Ex-Rw*	SM	2	In-Rw	A	Mut	SS	Fir	21x5	Ross	C&L	½E	40½x2½	½E	50x2½	Ha	Ben	DeJ	USL	12-84
Stearns-Knight.........**S**	M&E 12	MD	Own	Eng	f-Cli	2	Tim	7½	Own	½F	45/12	Spr	TA	Ex-Rw	SM	2	In-Rw	A	Mut	SS	Fir	21x5	Ross	C&L	½E	45½x2½	¾E	50x2½	Ha	Ben	DeJ	USL	12-84
Stevens Duryea.........**G**	50-3-	MD	B-L	Eng	m-Spi	1	Tim	2	Tim	FF	45/12	Spr	TA	Ex-Rw	DM	2¾	In-Rw	A	Arc	SS	Fir	23x	Ross	C&L	½E	40x2	¾E	59½x2¼	Ha	Ben	RBos	USL	6-166
Studebaker........**Stdd 6**	Own	SP	Own	Eng	f-Thm	1	Own	....	Own	½F	46/11	Spr	Spr	Ex-Rw	DM	2¼	Ex-Dr	A	Kel	SS	Kel	21x4½	Own	W&W	½E	36½x2	½E	50⅛x2	Au	Ben	Wag°	Will	6-90
Studebaker........**Spec 6**	Own	SP	Own	Eng	m-Spi	2	Own	....	Own	½F	48/11	Spr	Spr	Ex-Rw	DM	2½	Ex-Dr	A	Kel	SS	Kel	20x5	Own	W&W	½E	38x2	½E	56x2	Au	Ch	Remy°	Will	6-111
Studebaker..........**Big 6**	Own	SP	Own	Eng	m-Spi	2	Own	....	Own	½F	48/13	Spr	Spr	Ex-Rw	DM	2½	Ex-Dr	A	Kel	SS	Kel	20x5	Own	W&W	½E	38x2	½E	56x2	Au	Ch	Remy°	Will	6-111
Stutz................**AA**	B&B 11QL	SP	Det	Eng	m-Mec	1	Tim	6	....	½F	Var	Spr	Spr	In-Fw	DH	1¾	Ex-Dr	A	Mot	SS	Fir	20x4½	Ross	C&L	½E	38x2¼	½E	62x2¼	H&A	SG	Delco	Pres	6-135
Velie...............**60**	B&B 10Q	SP	Mun	Eng	m-Uni	1	Own	7	Col	½F	47/10	Spr	Spr	Ex-Fw	DH	2	Ex-Dr	A	Mut	SS	Jax	20x4	Ross	C&L	½E	36⅜x1¾	½E	55x2	Ha	Ben	Remy	Pres	6-113
Wills Ste. Claire......**W-6**	Own	SP	Own	Eng	m-Spi	1	Tim	7½	Tim	½F	49/11	Spr	Spr	Ex-Fw	DH	2¼	Ex-Dr	D	Budd	SS	Budd	21x4½	Own	W&G	½E	36x2	½E	58x2¼	Au	SG	Delco	Will	6-132
Wills Ste. Claire.....**C-68**	Own	SP	Own	Eng	m-Spi	1	Tim	7½	Tim	½F	49/11	Spr	Spr	Ex-Fw	DH	2¼	Ex-Dr	D	Budd	SS	Budd	20x4½	Own	W&G	½E	36x2	½E	58x2¼	S-A	SG	Delco	Will	6-132
Willys-Knight..........**66**	Own	SP	Own	Eng	m-Mec	3	Own	....	Own	¾F	46/9	Spr	Spr	B-Fw	DM	2¼	In-Rw	A	Hay	SS	Hay	20x5	Own	W&S	½E	36½x2¼	½E	57x2¼	S-A	Ben	DeJ	USL	6-166
Willys-Knight..........**70**	B&B	SP	Own	Eng	m-Mec	2	Own	....	Own	½F	46/9	Spr	Spr	B-Fw	DM	2¾	Ex-Dr	A	.....	SS	.....	....	Own	W&G	½E	34¾x2	½E	52½x2	S-A	Ben	A-L	....	6-142

ABBREVIATIONS

*****—At extra cost
A—Artillery
a—two

ABos—American Bosch
Ada—Adams
A-L—Auto-Lite
Arc—Archibald
Au—Automatic

B&B—Borg & Beck
Ben—Bendict
B-Fw—Internal Front and External Rear Wheels
Bim—Bimel
B-L—Brown-Lipe
BPS—Bevel Pinion and Sector
Buf—Buffalo

Ca—Cantilever
CAS—CAS Products
Ch—Chain
C&L—Cam & Lever
Cle—Cleveland
Cli—Climax
Co—Cone

Col—Columbia
Cpl—Campell

D—Disk
Day—Dayton
DeJ—Dejon
Det—Detroit
DH—Direct Hydraulic
Dis—Disteel
DM—Direct Mechanical
Dur—Durston
Dyn—Dyneto

E—Elliptic
Eat—Eaton
Eng—Engine
Ex-Dr—External Driveshaft
Ex-Fw—External Four Wheel
Exi—Exide

Ex-Rw—External Rear Wheel
f—fabric
FE—Full Elliptic
FF—Full Floating
Fir—Firestone
Ful—Fuller
b—Spindle Pivots, Vertical

Gem—Gemmer

Gou—Gould

Ha—Hand
H&A—Hand Automatic
Han—Handy Wheel
Hay—Hayes
Hoo—Hoopes
H&S—Hand and Semi-Automatic

Ind—Indestructible
In-Fw—International Four Wheels
In-Rw—International Rear Wheels

Jac—Jacox
Jax—Jaxon
Jon—Jones

Kel—Kelsey

m—metal
MD—Multiple Dry Disk
Mec—Mechanics
M&E—Merchants & Evans
MO—Multiple Disk in Oil
Mot—Motor Wheel
Mun—Muncie
Mut—Mutual

N-E—Northeast

O—Optional
Opt—Optional

Pla—Planetary
Pres—Prestolite
Pru—Prudden

Q—Special Type

Rock—Rockford
RR—Radius Rods
Rub—Rubsam
RW—Rudge Wetworth
S-A—Semi-Automatic
Sal—Salisbury
Sep—Separate
SG—Sliding Gear
SM—Servo Mechanism
S&N—Screw and Nuts
Sne—Snead
SP—Single Plate
Spe—Special
Spi—Spicer
Spr—Springs
Ste—Sterling
StM—St. Marys

T—Transverse
TA—Torque Arm
The—Thelmer
Thm—Thermoid
Tim—Timken
TT—Torque Tube
TX—Transverse "X" shape
T½—Transverse ½ Elliptic

Uni—Universal

Var—Various
Ves—Vesta

W—Wire
War—Warner Corp.
Wag—Wagner
Wes—Westinghouse
Will—Willard
W-G—Warner Gear
WM—Willys Morrows
W&S—Worm Sector
WW—Wire Wheel Corp.
W&W—Worm Wheel

o—Others Used
*****—At extra cost
Pet—Peters

Body and Equipment Specifications on 1926 Cars

NOTE: The Body Models listed below represent the lowest priced 4-5 Passenger Open and Closed Bodies fitted on each Chassis.

MAKE & MODEL OF CHASSIS	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	COVERING MATERIALS: Body Panels	Rear and Quarters Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Locks Fitted	MAKE & MODEL OF CHASSIS
Ajax	Touring	865	108	30x4.75	2210	4	Wood	Steel	Steel	Leather	Im Lea	Pyrox	1	D	No	G	
	Sedan	995	108	30x4.75	2410	4	M & W	Steel	Steel	Mohair	Special	Pyrox	1	D	No	D, G	Ajax
	Phaeton	1575	120	33x6.00	3100	4	Wood	Steel	Steel	Leather	R C F	Optional	1	D	Yes	I	
Apperson 6	Coupe	2050	120	33x6.00	3145	2	Wood	Fabric	Fabric	Leather	Fabric	Optional	1	D	Yes	D, I	Apperson 6
	Phaeton	1995	130	33x6.20	3520	4	Wood	Steel	Steel	Leather	Fabric	Optional	1	D	Yes	I	
Apperson 8	Coupe	2450	130	33x6.20	3750	2	Wood	Fabric	Fabric	Leather	Fabric	Optional	1	D	Yes	D, I	Apperson 8
	Touring	1145	120	30x5.25	....	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A			
Auburn 4-44	Sedan	1195	120	30x5.25	....	4	Wood	Steel	Steel	Velour	R C F	Pyrox	1	A			Auburn 4-44
	Touring	1395	120	30x5.25	2860	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	G	
Auburn 6-66	Brougham	1495	120	30x5.25	3020	4	Wood	Steel	Steel	Velour	R C F	Pyrox	2	A	Yes	D, G	Auburn 6-66
	Touring	1695	129	30x5.77	3180	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	G	
Auburn 8-88	Brougham	1795	129	30x5.77	3380	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	D, G	Auburn 8-88
	Touring	1150	114⅜	31x5.25	2955	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	No	G	
Buick Standard	Sedan	1195	114⅜	31x5.25	3155	2	Wood	Steel	Steel	Plush	R C F	Pyrox	1	A	No	G	Buick Standard
	Touring	1295	120	33x6.00	3515	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	No	G	
Buick Master	Sedan	1395	120	33x6.00	3670	2	Wood	Steel	Steel	Velour	R C F	Pyrox	1	A	No	G	Buick Master
	Sp. Touring	1525	128	33x6.00	3635	4	Wood	Steel	Steel	Leather	Special	Pyrox	2	A	Yes	G	
Buick Master	Coupe	1795	128	33x6.00	3855	2	Wood	Steel	Steel	Velour	R C F	Pyrox	1	A	Yes	D, G	Buick Master
Cadillac Series 314	Brougham	2995	132	33x6.75	4075	2	M & W	Steel	Steel	Mohair	Im Lea	Pyrox	1	A	Yes	D, G, I, T	Cadillac Series 314
	Phaeton	3250	138	33x6.75	3960	4	M & W	Steel	Steel	Leather	Leather	Pyrox	1	A	Yes	G, I, T	
Cadillac Series 314	Cust. Coupe	4000	138	33x6.75	4190	2	M & W	Steel	Steel	Mohair	Im. Lea.	Pyrox	1	A	Yes	D, G, I, T	Cadillac Series 314
	Touring	1885	122	32x6.20	3290	4	M & W	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	G, I	
Case J-I-C	Brougham	2590	122	32x6.20	3650	4	M & W	Steel	Steel	Optional	R C F	Pyrox	2	A	Yes	D, G, I	Case J-I-C
	Sp. touring	1495	123	33x6.00	3085	4	M & W	Steel	Steel	Leather	R C F	Pyrox	1	A	No	G, I	
Chandler 35	20 Cen. Sedan	1590	123	33x6.00	3498	4	M & W	Steel	Steel	Broad	R C F	Pyrox	1	A	No	D, G	Chandler 35
	Touring	525	103	30x3½	1875	4						Pyrox		A	No	I	
Chevrolet Superior K	Coach	695	103	30x3½	2130	2						Pyrox		A	No	D, I	Chevrolet Superior K
	Touring	895	109	30x5.25	2300	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	No	G	
Chrysler 4F	Coach	1045	109	30x5.25	2510	2	Wood	Steel	Steel	Velour	R C F	Pyrox	1	A	No	D, G	Chrysler 4F
	Phaeton	1395	112¾	30x5.77	2785	4				Leather		Varnish		A	No	G	
Chrysler 6G	Coach	1445	112¾	30x5.77	2895	2				Broad		Pyrox		A	No	D, G	Chrysler 6G
	Phaeton	....	120	32x6.20	....	4				Leather		Pyrox	1	A	Yes	G	
Chrysler Imperial	Sedan	....	120	32x6.20	....	4				Broad		Pyrox	1	A	Yes	G	Chrysler Imperial
	Touring	895	108½	30x4.75	2415	4	Wood	Steel	Steel	Leather	Py-Fa	Pyrox	2	A	No	I	
Cleveland 31	Sedan	1095	108½	30x4.75	2695	4	Wood	Steel	Steel	Fabric	Py-Fa	Pyrox	1	A	No	D, I	Cleveland 31
	Touring	1095	115	31x5.25	2775	4	Wood	Steel	Steel	Leather	Py-Fa	Pyrox	2	A	No	I	
Cleveland 43	Sedan	1295	115	31x5.25	3120	4	Wood	Steel	Steel	Fabric	Py-Fa	Pyrox	1	A	No	D, I	Cleveland 43
	Sport tour	6150	132	33x6.75	4500	4				Leather		Varnish		O	Yes	I, T	
Cunningham V6	Coupe	7600	132	33x6.75	4700	2				Cloth		Varnish		O	Yes	D, T, I	Cunningham V6
	Roadster	....	120	32x6.20	....	2	M & W	Steel	Steel	Leather	PyFa	Varnish	1	D	No	I	
Dagmar 6-60	Sedan	....	120	32x6.20	....	4	M & W	Steel	Steel	Broad	PyFa	Varnish	2	D	No	D, I	Dagmar 6-60
	Roadster	....	138	33x5.00	....	2	M & W	Steel	Steel	Leather	PyFa	Varnish	1	D	No	I	
Dagmar 6-70	Pet Sedan	....	138	33x5.00	....		M & W	Steel	Steel	Broad	PyFa	Varnish	2	D	No	D, I	Dagmar 6-70
	Phaeton	1395	115	30x5.77	2750	4	Wood	Steel	None	Leather	R C F	Pyrox	1	D	No	G	
Davis 92	Sedan	1595	115	30x5.77	3000	4	Wood	Steel	Steel	Velour	Fabric	Pyrox	1	D	No	D, G	Davis 92
Davis 93	Sedan	1285	109	29x4.95	2635	4	Wood	Steel	Steel	Velour	Fabric	Pyrox	1	D	No	D, G	Davis 93
	Touring	1895	125½	32x6.00	3100	4	M & W	Steel	Steel	Leather	R C F	Pyrox	1	A	Yes	G	
Diana Str8	Sedan	1995	125½	32x6.00	3245	4	M & W	Steel	None	Corduroy	Py-Fa	Pyrox	1	A	Yes	D, G	Diana Str8
	Touring	875	116	30x5.77	2567	4	Metal	Steel	Steel	Leather	Im. Lea	Enamel	2	A	No	G, I	
Dodge Brothers	B. Sedan	1045	116	30x5.77	2995	4	Metal	Steel	Steel	Leather	R C F	Enamel	2	A	No	D, G, I	Dodge Brothers
	Touring	2600	124	32x6.20	3550	4	Wood	Alum	Alum	Leather	Fabric	Varnish	2	A	Yes	I	
DuPont D	Sedan	3400	124	32x6.20	3550	4	Wood	Alum	Alum	Broad	R C F	Varnish	2	A	Yes	D, I	DuPont D
	Touring	810	109	30x5.25	2300	4				Leather		Varnish		D	No	G	
Durant A-22	Coupe	1090	109	30x5.25	2450	2						Pyrox		D	No	G	Durant A-22
	Phaeton	1095	116	30x5.25	2560	4	Wood	Steel	Steel	Leather	Py-Fa	Pyrox	1	A	Yes	I	
Elcar 4-55	Coach	1195	116	30x5.25	2779	2	Wood	Steel	Steel	Worsted	Py-Fa	Pyrox	1	A	Yes	D, I	Elcar 4-55
	Phaeton	1295	116	30x5.25	2560	4	Wood	Steel	Steel	Leather	Py-Fa	Pyrox	1	A	Yes	I	
Elcar 6-65	Coach	1395	116	30x5.25	2779	2	Wood	Steel	Steel	Worsted	Py-Fa	Pyrox	1	A	Yes	D, I	Elcar 6-65
	Roadster	2315	127	32x6.00	....	2	Wood	Steel	None	Leather	R C F	Pyrox	1	A	Yes	G, I	
Elcar 8-81	Coupe	2095	127	32x6.00	....	2	Wood	Fabric	Fabric	Mo-Ve	R C F	Pyrox	1	A	Yes	D, G, I	Elcar 8-81
Essex 6	Coach	765	110½	30x4.95	2395	2	Wood	Steel	Steel	Special	R C F	Varnish	1	A	No	D, G	Essex 6
	Touring *	....	115	30x5.77	2715	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	No	G, I	
Flint 60	Sedan *	....	115	30x5.77	2940	4	Wood	Steel	Steel	Mo-Ve	Special	Pyrox	1	A	No	D, G, I	Flint 60
	Touring *	....	120	32x6.20	3245	4	Wood	Steel	Steel	Leather	R C F	Varnish	2	A	No	G, I	
Flint 80	Coupe *	....	120	32x6.20	3245	2	Wood	Steel	Steel	Broad	Special	Varnish	1	A	No	D, G, I	Flint 80
	Touring	290	100	30x3½	1607	4	Metal	Steel	Steel	Fab. Lea	R C F	Varnish	2	A	No	I	
Ford T	Tudor Sedan	580	100	30x3½	1961	2	Metal	Steel	Steel	Fabric	R C F	Varnish	1	A	No	D, I	Ford T
	Touring	2635	119	31x5.25	2845	4	M & W	Alum	None	Leather	Fabric	Pyrox	1	A	Yes	G, T	
Franklin 11A	Sedan	3090	119	31x5.25	3175	4	M & W	Alum	Alum	Broad	Py-Fa	Pyrox	1	A	Yes	D, G, T	Franklin 11A
	Touring	1395	118	31x5.25	3150	4	M & W	Steel	Steel	Leather	R C F	Pyrox	1	A	Yes	I, S	
Gardner 6A	Brougham	1595	118	31x5.25	3440	4	M & W	Steel	Fabric	Velvet	Py-Fa	Pyrox	1	A	Yes	D, I, S	Gardenr 6A
	Touring	1995	125	32x6.00	3520	4	M & W	Steel	Steel	Leather	R C F	Pyrox	1	D	Yes	I, S	
Gardner 8A	Brougham	1995	125	32x6.00	3740	4	M & W	Steel	Fabric	Velvet	Py-Fa	Pyrox	1	D	Yes	D, I, S	Gardner 8A
	Touring	....	105	29x4.40	1830	4	W & S	Steel	None	Im. Lea	R C F	Varnish	2	A	No	G, I	
Gray S	Sedan	....	105	29x4.40	2055	4	W & S	Steel		Velour	R C F	Varnish	1	D	No	D, G, I	Gray S
	Touring	1495	114	30x5.77	....	4	Wood	Steel	Steel	Leather	R C F	Pyrox	1	D	No	S	
Hertz D1	Sedan	1795	114	30x5.77	3360	4	Wood	Steel	Steel	Leather	R C F	Pyrox	1	D	No	D, S	Hertz D1
Hudson Super 6	Coach	1165	127⅜	33x6.00	3385	2	Wood	Steel	Steel	Special	R C F	Varnish	1	A	No	D, G	Hudson Super 6
	Touring	1225	114	30x5.25	....	4				Leather		Pyrox	1	A	Yes	G	
Hupmobile A-1	Sedan	1285	114	30x5.25	....	4				Corduroy		Pyrox	1	A	Yes	D, G	Hupmobile A-1
	Touring	1795	125	33x6.00	....	4				Leather	R C F	Pyrox	1	A	No	G, I	
Hupmobile E-2	Coupe	2095	125	33x6.00	....	2						Pyrox	1	A	No	D, G, I	Hupmobile E-2
	Touring	1095	109	29x4.75	....	4	M & W	Steel	Steel	Leather	R C F	Pyrox	1	D	No	G, I	
Jewett New Day	Sedan	995	109	29x4.75	....	2	Metal	Steel	Steel	Worsted	R C F	Pyrox	1	A	No	G, I	Jewett New Day
	Touring	2275	125½	32x6.20	3340	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A	Yes	G	
Jordan A	Brougham	2575	125½	32x6.20	3625	4	Wood	Steel	Steel	Special	R C F	Pyrox	2	A	Yes	D, G	Jordan A
	Playboy	1695	116	30x6.00	3000	2	Metal	Steel	Steel	Leather	R C F	Pyrox	1	A	Yes	G	
Jordan J	Sedan	1845	116	30x6.00	3200	4	Metal	Steel	Steel	Mohair	R C F	Pyrox	1	A	Yes	G	Jordan J
	Phaeton	1585	121	33x6.00	2980	4				Leather		Pyrox		A	No		
Kissel 55	Brougham	1695	121	33x6.00	....	2				Cloth		Pyrox		A	No		Kissel 55
	Phaeton	1985	126	33x6.00	....	4				Leather		Pyrox		A	No		
Kissel 75	Brougham	2095	126	33x6.00	....	2				Cloth		Pyrox		A	No		Kissel 75
	Touring	1795	119	30x5.77	2950	4	M & W	Steel	None	Leather		Pyrox	2	A	No	D, G, I	
Lexington 6-50	Sedan	2185	119	30x5.77	3425	4	M & W	St & Al	Steel	Plush	R C F	Pyrox	2	A	No	D, G, I	Lexington 6-50
	Phaeton	4000	136	33x5	4565	4	Wood	Alum	Alum	Leather	Leather	Varnish	2	A	Yes	G, I, T	
Lincoln 8	Coupe	4600	136	33x5	4750	2	Wood	Alum	Alum	Mohair	Leather	Varnish	1	A	Yes	D, G, I, T	Lincoln 8
	Touring	1785	124	30x5.77	3000	4	Wood	Steel	Steel	Leather	Im. Lea	Varnish	2	A	Yes	G, I	
Locomobile Junior 8	Sedan	2285	124	30x5.77	3400	4	Wood	Steel	Steel	Broad	Special	Varnish	2	A	Yes	D, G, I	Locomobile Junior 8
	Sportif	7460	142	35x6.75	5280	4	Wood	Steel	None	Leather	Broad	Varnish	2	A	Yes	I, T	
Locomobile 48	Victoria	....	142	35x6.75	5630	4	Wood	Steel	Steel	Optional	R C F	Varnish	2	A	Yes	D, I, T	Locomobile 48

Body and Equipment Specifications on 1926 Cars—Continued

MAKE & MODEL OF CHASSIS	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	COVERING MATERIALS: Body Panels	Rear and Quarters Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Locks Fitted	MAKE & MODEL OF CHASSIS
Locomobile.....90	Touring	5500	138	33x6.75	....	4	Wood	Steel	Steel	Leather	Im. Lea	Varnish	2	A.	Yes.	G, I, T.	
	Coupe	6950	138	33x6.75	....	2	Wood	Steel	Steel	Broad	Leather	Varnish	2	A.	Yes.	D, G, I T.	Locomobile.....90
	Phaeton	3295	136	32x6.20	3604	4						Pyrox		A.	No.	G, I, T.	
Marmon.....74	Brougham	3295	136	32x6.20	3799	4						Pyrox	1	A.	No.	D, G, I, T.	Marmon.....74
	Touring	2650	127	33x6.20	3600	4	M & W	Alum	Alum	Leather	R C F	Varnish	2	A.	Yes.	G, I.	
McFarlan.....SV	Sedan	3180	127	33x6.20	3850	2	M & W	Alum	Alum	Optional	R C F	Varnish	2	A.	Yes.	D, G, T.	McFarlan.....SV
	Touring	5600	140	33x6.75	4600	4	M & W	Alum	Alum	Leather	R C F	Varnish	2	O.	Yes.	I, T.	
McFarlan.....TV	Sedan	6720	140	33x6.75	....	4	M & W	Alum	Alum	Optional	R C F	Varnish	2	O.	Yes.	D, I, T.	McFarlan.....TV
	Touring	2650	131	33x6.20	....	2	M & W	Alum	Alum	Leather	R C F	Varnish	2	A.	Yes.	G, T.	
McFarlan St8	Sedan	3180	131	33x6.20	....	4	M & W	Alum	Alum	Optional	R C F	Varnish	2	A.	Yes.	D, I, T.	McFarlan St8
	Touring	1985	128	32x6.20	3270	4	Wood	Steel		Leather	R C F	Pyrox	2	D.	No.	G.	
Moon.....London	Pet. Sedan	2540	128	32x6.20	3590	4	Wood	Steel	Fabric	Broad	Py-Fa	Pyrox	2	D.	No.	D, G.	Moon.....London
	Touring	1195	113	30x5.25	2510	4	Wood	Steel		Leather	R C F	Pyrox	2	D.	No.	G.	
Moon.....Series A	Coach DeL	1395	113	30x5.25	2750	2	M & W	Steel	Fabric	Corduroy	Py-Fa	Pyrox	1	D.	No.	D.	Moon.....Series A
	Touring	1340	121	33x6.20	3400	4	Wood	Steel	Steel	Leather		Pyrox	2	D.	No.	G.	
Nash.....Advanced	Sedan	1425	121	33x6.20	3550	2	Wood	Steel	Steel	Worsted	Py-Fa	Pyrox	1	D.	No.	D, G.	Nash.....Advanced
	Touring 7 P	1490	127	33x6.20	3480	4	Wood	Steel	None	Leather	Im. Lea	Pyrox	1	D.	No.	G.	
Nash.....Advanced	Coupe	1990	127	33x6.20	3750	4	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	D.	No.	D, G.	Nash.....Advanced
	Roadster	1135	112½	31x5.25	2870	2	Wood	Steel	None	Leather	Im. Lea	Pyrox	2	D.	No.	G.	
Nash.....Special	Sedan	1215	112½	31x5.25	3120	2	Wood	Steel	Steel	Worsted	Py-Fa	Pyrox	1	D.	No.	D, G.	Nash.....Special
	Touring	1025	113	30x5.25	2500	4	Wood	Steel	Steel	Leather	R C F	Pyrox	1	A.	No.	G.	
Oakland.....6	Coach	1095	113	30x5.25	2640	2	Wood	Steel	Steel	Corduroy	R C F	Pyrox	1	A.	No.	D, G.	Oakland.....6
	Touring	875	110½	30x4.95	2235	4	Wood	Steel	Steel	Leather	R C F	Pyrox	2	A.	No.	G, I.	
Oldsmobile.....30	Coach	950	110½	30x4.95	2460	2	Wood	Steel	Steel	Plush	R C F	Pyrox	1	A.	No.	D, G, I.	Oldsmobile.....30
	Touring	495	100	30x3½	1919	4						Enamel		A.	No.	I.	
Overland.....91	Sedan	595	100	30x3½	2202	2						Pyrox		A.	No.	D, I.	Overland.....91
Overland.....93	Std. Sedan	895	112¾	29x4.95	2443	2						Pyrox		A.	No.	D, I.	Overland.....93
	Touring	2585	126	33x5.77	3653	4	Wood	A & S	None	Leather	R C F	Pyrox	2	D.	Yes.	I, T.	
Packard.....6	Sedan	2585	126	33x5.77	3937	4	Wood	A & S	Steel	Broad	R C F	Pyrox	2	D.	Yes.	D, I, T.	Packard.....6
	Touring	2785	133	33x5.77	3793	4	Wood	A & S	None	Leather	R C F	Pyrox	2	D.	Yes.	I, T.	
Packard.....6	Club Sedan	2725	133	33x5.77	....	4	Wood	A & S	Steel	Broad	R C F	Pyrox	2	D.	Yes.	D, I, T.	Packard.....6
	Touring	3750	136	33x6.75	4090	4	Wood	A & S	None	Leather	R C F	Pyrox	2	D.	Yes.	I, T.	
Packard.....8	Coupe	4650	136	33x6.75	4242	2	Wood	A & S	None	Broad	R C F	Pyrox	2	D.	Yes.	D, I.	Packard.....8
	Touring 7P	3950	143	33x6.75	4199	4	Wood	A & S	Steel	Leather	R C F	Pyrox	2	D.	Yes.	I, T.	
Packard.....8	Club Sedan	4890	143	33x6.75	....	4	Wood	A & S	Steel	Broad	R C F	Pyrox	2	D.	Yes.	D, I, T.	Packard.....8
	Touring 5p	....	125	32x6.00	....	4	Wood	Steel	Steel	Leather	R C F	Pyrox	1	A.	Yes.	I, S.	
Paige.....24-26	Sedan 5p	1495	125	32x6.00	....	4	M & W	Steel	Steel	Mohair	R C F	Pyrox	1	A.	Yes.	D, I, S.	Paige.....24-26
	Phaeton	1895	126	33x6.00	3175	2	M & W	Steel	Steel	Leather	R C F	Pyrox	1	A.	Yes.	G, I, T.	
Peerless.....6-72	Coupe	2295	126	33x6.00	3425	2	M & W	Steel	Steel	Mohair	R C F	Pyrox	1	A.	Yes.	D, G, I, T.	Peerless.....6-72
Peerless.....6-80	Sedan	1495	116	32x6.00	....	2	M & W	Steel	Steel	Velour	R C F	Pyrox	1	A.	Yes.	D, G.	Peerless.....6-80
	Phaeton	2845	128	33x6.75	3950	4	M & W	Steel	Steel	Leather	R C F	Varnish	1	A.	Yes.	G, I, T.	
Peerless.....8-67	Victoria	3245	128	33x6 75	4100	2	M & W	Steel	Steel	Mohair	R C F	Varnish	1	A.	Yes.	D, I, T.	Peerless.....8-67
	Touring	5250	138	33x5	4500	4	M & W	Alum	Alum	Leather	Art. Lea	Varnish	2	A.	Yes.	I, T.	
Pierce Arrow.....33	Sedan	6900	138	33x5	4800	4	M & W	Alum	Alum	Optional	Py-Fa	Varnish	2	A.	Yes.	D, I, T.	Pierce Arrow.....33
	Touring	3095	130	32x5.77	3260	4	M & W	Alum	Alum	Leather	Art. Lea	Varnish	2	A.	Yes.	I, T.	
Pierce Arrow.....80	Coupe	3695	130	32x5.77	3335	2	M & W	Alum	Alum	Varies	Py-Fa	Varnish	2	A.	Yes.	D, I, T.	Pierce Arrow.....80
Pontiac.....6	Coach	....	110	29x4.75	....	2				Corduroy		Pyrox	1	A.	No.	I.	Pontiac.....6
	Touring	1350	120	32x6.20	3182	4	M & W	Steel	Steel	Leather	R C F	Optional	2	D.	No.	G.	
Reo.....T6	Sedan	1565	120	32x6.20	3400	4	M & W	Steel	Steel	Worsted	R C F	Optional	1	D.	No.	D, G.	Reo.....T6
	Touring	2750	131	32x6.20	4050	4	Wood	Alum	Alum	Leather	Opt	Varnish	2	A.	Yes.	I, T.	
Revere.....25	Sedan	3800	131	32x6.20	4300	4	Wood	Alum	Alum	Optional	Opt	Varnish	2	A.	Yes.	D, I, T.	Revere.....25
	Touring	3200	131	32x4½	3970	4	Wood	Alum	Alum	Leather	Opt	Varnish	1,2	W.	Yes.	I.	
Revere.....M	Sedan	4000	131	32x4½	4400	4	Wood	Alum	Alum	Optional	Opt	Varnish	2	W.	Yes.	D, I.	Revere.....M
	Phaeton	1495	117	31x5.25	2787	4	M & W	Steel	Steel	Leather	Im. Lea	Pyrox	1	A.	Yes.	I, S.	
Rickenbacker.....E	Coach Brom	1720	117	31x5.25	3027	4	M & W	Steel	Steel	Mohair	Im. Lea	Pyrox	1	A.	Yes.	I, S.	Rickenbacker.....E
	Phaeton	1995	121½	33x6.00	3326	4	M & W	Steel	Steel	Leather	Im. Lea	Pyrox	1	A.	Yes.	I, S.	
Rickenbacker.....B8	Brougham	2120	121½	33x6.00	3585	4	M & W	Steel	Steel	Mohair	Im. Lea	Pyrox	1	A.	Yes.	I, S.	Rickenbacker.....B8
Roamer.....4-75E	Sport	2985	128	32x4½	....	4	Wood	Alum	Alum	Leather	R C F	Va-Py	2	O.	No.	D, I, T.	Roamer.....4-75E
	Touring	1295	115	31x5.25	....	4	Wood	Steel	Steel	Leather	R C F	Va-Py	2	O.	No.	D, I, T.	
Roamer.....6-50	Coupe	1495	115	31x5.25	....	2	Wood	Steel	Steel	Velour	R C F	Va-Py	2	O.	No.	D, I, T.	Roamer.....6-50
	Touring	1985	118	32x4½	....	4	Wood	Steel	Steel	Leather	Fabric	Va-Py	2	O.	No.	I, T.	
Roamer.....6-54E	Sedan	2950	118	32x4½	....	4	Wood	Steel	Steel	Cloth	Fabric	Va-Py	2	O.	No.	I, T.	Roamer.....6-54E
	Touring	2495	138	32x6.20	....	4	Wood	Steel	Steel	Leather		Va-Py	2	O.	No.	I.	
Roamer.....8-88	Brougham	2895	138	32x6.20	....	4	Wood	Steel	Steel	Velour		Va-Py	2	O.	No.	I.	Roamer.....8-88
	Phaeton	2500	122	.....	3400	4						Varnish		A.	Yes.	T.	
Stanley.....252	Sedan	3300	122	.....	3800	4						Varnish		A.	Yes.	D, T.	Stanley.....252
	Touring	525	102	30x3.50	....	4						Pyrox		A.	No.		
Star.....4	Coach	695	102	30x3.50	....	2						Pyrox		A.	No.		Star.....4
	Touring	695	107	.....	....	4											
Star.....6	Coach	880	107	.....	....	2											Star.....6
	Touring	1595	119	33x6.00	3775	4	Wood	Steel	Fabric	Leather	R C F	Varnish	2	A.	No.	I. T.	
Stearns Knight.....B	Coupe Rdster	1795	119	33x6.00	....	1	Wood	Steel	Fabric	Mohair	R C F	Varnish	2	A.	No.	D, I, T.	Stearns Knight.....B
	Touring	1875	121	33x6.00	3525	4	Wood	Steel	Fabric	Leather	R C F	Varnish	2	A.	No.	I.	
Stearns Knight.....C	Coupe Rdster	2185	121	33x6.00	3550	2	Wood	Steel	Fabric	Mohair	R C F	Varnish	2	A.	No.	D, I, T.	Stearns Knight.....C
	Touring	2395	130	33x6.75	3375	4	Wood	Steel	Fabric	Leather	R C F	Varnish	2	A.	No.	I, T.	
Stearns Knight.....S	Sedan	2750	130	33x6.75	3950	4	Wood	Steel	Alum	Mohair	R C F	Varnish	2	A.	No.	D, I, T.	Stearns Knight.... S
	Touring 7P	7500	138	33x5	5500	4						Varnish		A.	No.	I, T.	
Stevens Duryea.....G	Coupe	9000	138	33x5	5600	2						Varnish		A.	No.	D, I, T.	Stevens Duryea.....G
	Phaeton	1145	113	31x5.25	2870	4	M & W	Steel	Steel	Leather	Py-Fa	Enamel	1	A.	No.	I, S, T.	
Studebaker.....Stdd 6	Coach	1195	113	31x5.25	2980	2	Wood	Steel	Steel	Wool Cloth	Py-Fa	Enamel	1	A.	No.	D, I, S, T.	Studebaker.....Stdd 6
	Phaeton	1445	120	32x6.20	3495	4	Wood	Steel	Steel	Leather	Py-Fa	Pyrox	1	A.	Yes.	D, I, S, T.	
Studebaker.....Spec. 6	Coach	1445	120	32x6.20	3520	2	Wood	Steel	Steel	Wool Cloth	Py-Fa	Pyrox	1	A.	No.	D, I, S, T.	Studebaker.....Spec. 6
	Phaeton	1575	120	32x6.20	3785	4	Wood	Steel	Steel	Leather	Py-Fa	Pyrox	1	A.	Yes.	I, S, T.	
Studebaker.....Big 6	Club Coupe	1775	120	32x6.20	4030	2		Steel	Steel	Mohair	Py-Fa	Pyrox	1	A.	Yes.	D, I, S, T.	Studebaker.....Big 6
	Phaeton 7P	1775	127	34x7.30	3785	4		Steel	Steel	Leather	R C F	Pyrox	1	A.	Yes.	I, S, T.	
Studebaker.....Big 6	Coupe	2045	127	34x7.30	4030	2		Steel	Steel	Mohair	R C F	Pyrox	1	A.	Yes.	D, I, S, T.	Studebaker.....Big 6
	Speedster 4P	2995	131	32x6.20	....	2						En & Py	1	A.	No.	T.	
Stutz.....AA	Brougham	2995	131	32x6.20	....	4						En & Py	1	A.	No.	D, T.	Stutz.....AA
	Phaeton	1450	118	30x5.25	3025	4	M & W	Steel	None	Leather	R C F	Varnish	1	A.	No.	G.	
Velie.....60	Brougham	1495	118	32x6.22	....	2	M & W	Steel	Fabric	Velour	R C F	Pyrox	1	A.	No.	G.	Velie.....60
	Traveler	3300	127	32x6.20	3450	4	Wood	Steel	None	Leather	Fabric	Pyrox	1	D.	Yes.	D, G, I, T.	
Wills Ste. Clair....C-68	Sedan	4085	127	32x6.20	3520	4	Wood	Alum	Alum	Broad	R C F	Pyrox	1	D.	Yes.	D, G, I, T.	Wills Ste. Clair....C-68
	Traveler	2800	127	33x6.00	3550	4	Wood	Steel	Alum	Leather	Fabric	Pyrox	1	D.	Yes.	G, T.	
Wills Ste. Clair....W-6	Sedan	3185	127	33x6.00	....	....	Wood	A & S	Alum	Worsted	R C F	Pyrox	1	D.	Yes.	D, G, T.	Wills Ste. Claire...W-6
	Touring	1195	118	30x5.77	2768	4	Wood	Steel	None	Fab-Lea	R C F	Varnish	2	A.		I.	
Willys-Knight.....65	Sedan	1450	118	30x5.77	3115	4	Wood	Steel	Steel	Mohair	R C F	Varnish		A.		I, D.	Willys-Knight.....65
	Touring	1750	126	32x6.20	3395	4	Wood	Steel	None	Leather	R C F	Varnish	1	A.	Yes.	G.	
Willys Knight 66	Coupe Sed	2095	126	32x6.20	3582	3	Wood	Steel	Fabric	Mohair	R C F	Varnish	1	A.	Yes.	D, G.	Willys Knight.....66
	Touring	....	113¼	30x5.25	....	4	Wood	Steel	None	Leather		Pyrox		A.	Yes.		
Willys Knight.....70	Sedan	....	113¼	30x5.35	3050	4	Wood	Steel	Fabric	Velour		Pyrox		A.	Yes.		Willys Knight.....70

ABBREVIATIONS:
"—Seven Passenger Model
A—Artillery
A&S—Aluminum and Steel
Alum—Aluminum
Broad—Broadcloth
Cust—Custom
D—Disc
D—Door
D-Sp—Demi-Special
Fab-Lea—Fabric Leather
G—Gearset
H—Hood
I—Ignition
M&W—Metal and Wood
O—Optional
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
S—Steering Wheel
Spec—Special
T—Spare Tire
Vr-Py—Varnish or Pyroxylin Finish Optional
W—Wire
WFa—Worsted Fabric

American Motor

MAKE AND MODEL	ENGINE													IGNITION AND LIGHTING SYSTEM					
									Carbureter		Oiling System				Ignition		Lighting		
	Type	Number of Cylinders—Bore and Stroke (Ins.)	Cycle	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Valve Arrangement	Piston Material	Make	Size (Ins.)	Type	Pump Type	Lubricant Type	Type	Current Source	Make	Stock or Optional	Type	Make
Ace.....E	Vert.	4–2¾x3¼	4	12.10	22-3800	77.2	OhI Si E.	Cast I.	Schebler	1¼	Sp Pr.	Gear	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Ace.....SE	Vert.	4–2¾x3¼	4	12.10	22-4000	77.2	OhI Si E.	Alum A.	Schebler	1¼	Sp Pr.	Gear	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Cleveland.....FE	Vert.	4–2 7/16x2 7/16	4	6.00	10-4000	36.6	T-Head	Cast I.	Schebler	¾	F Press.	Gear	OO	Ge&Ig SeU	Mag.	RBosch	Opt*	Ele.	Split
Emblem.....106	Vee.	2–2 5/8x3	3	5.51	5-1800	50.0	OhI Si E.	Cast I.	Schebler	¾	Splash.	None	OO	Ign Syst only	Mag.	Eric	Stk.	Opt.	Anny
Evans Power Cycle.....G	Vert.	1–2 x1¾	2	.....	1.5-3000	5.5	3 Port	Cast I.	Own	⅝	Splash.	None	OG	Ge&Ig Comb	Mag.	Bosch	Stk.	Ele.	Bosch
Excelsior Super.....X	Vee.	2–3 x3 3/32	4	7.20	18-3700	45.5	OhI Si E.	Cast I.	Schebler	1	Sp Pr.	Pist.	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Excelsior Sup Sport.....	Vee.	2–3 x3 3/32	4	7.20	26-5000	45.5	OhI Si E.	Alum	Schebler	1¼	Sp Pr.	Pist.	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Harley-Davidson.....A	Vert.	4–2 7/16x3¼	4	13.23	.....	84.4	Si by Si	Cast I.	Schebler	1 1/16	Splash.	Pist.	OO	Ign Syst only	Mag.	RBosch	Opt*	Gas.	Own
Harley-Davidson.....B	Vert.	4–2 7/16x3¼	4	13.23	.....	84.4	Si by Si	Cast I.	Schebler	1 1/16	Splash.	Pist.	OO	Ge&Ig Comb	Bat.	RBosch	Stk.	Ele.	Own
Harley-Davidson.....AA	Vert.	1–2 7/16x3¼	4	3.31	.....	21.1	In Head	Alum A.	Schebler	1¼	Splash.	Pist.	OO	Ign Syst only	Mag.	RBosch	Opt*	Gas.	Own
Harley-Davidson.....BA	Vert.	1–2 7/16x3¼	4	3.31	.....	21.1	In Head	Alum A.	Schebler	1¼	Splash.	Pist.	OO	Ge&Ig Comb	Bat.	RBosch	Stk.	Ele.	Own
Harley-Davidson.....26FJ	Vee.	2–3 1/16x3½	4	8.76	19-3600	61.0	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO	Ge&Ig Comb	Bat.	Own	Stk.	Ele.	Own
														Ign Syst only	Mag.	Bosch	Opt*	Gas.	None
Harley-Davidson...26FD-JD	Vee.	2–3 1/16x4	4	9.45	24-4000	74.0	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO	Ge&Ig Comb	Bat.	Own	Stk.	Ele.	Own
														Ign Syst only	Mag.	Bosch	Opt*	Gas.	None
Henderson.....DeLuxe	Vert.	4–2 11/16x3½	4	11.66	28-3400	79.4	Si by Si	Cast I. Alum A*	Zenith	1	F Press.	Gear	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Indian.....“G” Scout	Vee.	2–2¾x3 7/16	4	6.05	13.0-3400	36.4	Si by Si	Cast I.	Schebler	¾	Splash.	Pist.	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Indian.....“H” Chief	Vee.	2–3 1/16x3 3/32	4	7.81	19.3-3400	60.9	Si by Si	Cast I.	Schebler	4¼	Splash.	Pist.	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Indian.....“HP” Big Chief	Vee.	2–3¼x4 7/16	4	8.45	22-3400	73.6	Si by Si	Cast I.	Schebler	4¼	Splash.	Pist.	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Indian.....“L” Prince	Vert.	1–2 13/16x3 13/16	4	3.02	9.7-4000	21.2	Si by Si	Cast I.	Schebler	¾	Splash.	Pist.	OO	Ge&Ig SeU	Mag.	Split	Stk.	Ele.	Split
Ner-A-Car.....Type C	Vert.	1–2 5/8x2 7/8	2	4.0	5-2500	15.5	3 Port	Cast I.	Brown&B	1 1/16	Splash.	None	OG	Ge&Ig SeU	Mag.	Eisem	Stk.	Ele.	Eisem

ABBREVIATIONS:
Alum A—Aluminum Alloy.
Bat—Battery.
Brown & B—Brown & Barlow.
Cast I—Cast Iron.
D Loop—Double Loop.
Dry D—Dry Disk.
Eisem—Eisemann.
Ele—Electric.
Eric—Ericsson.
Ext—External.
F Press—Full pressure.
Fric—Friction.
Ge & Ig Comb—Generator and Ignition Units Combined.
Ge & Ig Se U—Generator and Ignition Separate Units.
G on HB—Grip on Handle Bars.
HS—Helical Spring.
Hand L—Hand Lever.
Ing Syst only—Ignition System only.
Int—Internal.
Keyst—Keystone.

American Garden

MAKE AND MODEL	GENERAL									ENGINE										
																Governor		Ignition	Fuel	
	Price	Operator's Position	Type of Steering	Size Plow Recommended (Ins.)	Number Plows Recommended	Plowing or Cultivating Speed (M.P.H.)	Weight (Lbs.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Make	H. P. Rating (N.A.C.C.)	Normal R.P.M. at Plowing Speed	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Make	Type	Make	Carbureter Make and Size (Ins.)	Fuel Recommended
Aro.....F	$450	Rid.	Wheel	12″	1	2-3	1000	10	Non-A	4-8	Own	8.10	900	1	4¾x5	Ver	“L”H	Own	Cent	A Bosch	Scheb-1	Gas
Beeman.....Junior	195	Wal.	H-Bars.	None.	0	¾-3	220	14	Uni	½-1	B&S	2.50	.....	1	2½x2½	Ver	“L”H	None	None	Own	B&S-½	Gas
Beeman.....K	265	Wal.	H-Bars.	7″	1	¾-3	550	7¾	Uni	1½-4	Own	4.90	800	1	3½x4½	Ver	“L”H	None	None	Heinze	King-¾	Gas
Bolens.....D	200	Wal.	H-Bars.	4″	1	¾-2½	235	16½	Non-A	½-1	Gil	1.4	1200	1	2½x2½	Ver	“L”H	None	None	Own	Zenith	Gas
Centaur.....1925	345	Rid.	Wheel	10″	1	1-3	1200	13	Uni	5-10	LeRoi	8.10	1200	2	3⅛x4½	Ver	IH	LeRoi	Cent	Eise	Zenith	Gas
Centaur.....G	548	Rid.	Wheel	10″-12″	1	-3	1500	13	Non-A	6-10	LeRoi	8.12	1200	2	.....	Ver	“L”H	LeRoi	Cent	Weis	Zenith	Gas
E & W.....4	200	Wal.	W-HB	8″	1	2½	585	14	Uni	.....	Wisc	5.03½	1450	1	.....	Ver	IH	Wisc	Cent	Own	Marvel	G-K
Federal.....A	195	Wal.	H-Bars.	7″	1	¾-2¾	250	9½	Uni	1½	B&S	1.50	2200	1	2½x2½	Ver	“L”H	None	None	Own	Own	K
Kinkade.....	190	Wal.	H-Bars.	5″	1	1½-2½	180	9	Uni	1½-3	Own	3.80	1000	1	3 x3	Ver	IH	None	None	Berl	Scheb-½	Gas
Red E (Lawn Mower)...A	190	Wal.	H-Bars.	None.	0	1-4	185	.....	Non A	½	B&S	½	1750	1	2¼x2¼	Ver	IH	None	None	B&S	B&S	Gas
Red E.....MBM	275	Wal.	H-Bars.	7″	1	1-4	465	7	Uni	1-4½	Own	4.50	900	1	3¾x4	Ver	IH	None	None	R Bosch	Hol.-⅞	Gas
Shaw.....	.....	Wal.	H-Bars.	.....	1	¾-2½	250	10½	Hor	.....	B&S	.....	.....	1	.....	Ver	.....	.....	.....	B&S	.....	Gas
Sprywheel.....DC	150	Wal.	H-Bars.	4″	1	1½-3	175	11	Ver	.....	Own	1½	900	1	2½x2½	Ver	“L”	None	None	Own	Own-½	Gas
Standard.....	212	Wal.	H-Bars.	5″	1	1½-2½	225	16	Uni	1½-3	Own	3.80	1000	1	3 x3	Ver	IH	None	None	King	Zenith-½	Gas
Utilitor.....502	295	Rid.	H-Bars.	10″	1	2½	750	8	Uni	2¼-4	Own	4.90	800	1	3½x4½	Ver	“L”H	Funk	Cent	Eise	Hol.-⅞	Gas
																				Berl		
Utilitor.....502A	345	Rid.	H-Bars.	10″	1	2½	925	8	Uni	2¼-4	Own	4.90	800	1	3½x4½	Ver	“L”H	Funk	Cent	Eise	Hol.-⅞	Gas

ABBREVIATIONS:
*—1925 Specifications
B. & S.—Briggs and Stratton.
Ben—Bennett.
Berl—Berling.
Cart—Carter.
Cent—Centrifugal.
Ch. G—Chain and Gear.
Cir. Spl.—Circulating Splash.
Don—Donaldson.
Eise—Eisemann.
Ecc—Eccentric.
E. B.—Expanding Band.
Fric—Friction.
Gas—Gasoline.
G-K—Gasoline or Kerosene.
Gil—Gilson.
G. & W.—Gear and Worm.
H. B. F.—Handle Bars or Foot.
H. Bars—Handle Bars.
H. B. Grip—Handle Bar
H. Lever—Hand Lever.
Hor—Horizontal.
IG—Internal Gear.
J. C.—Jaw Clutch.

cycle Specifications

TRANSMISSION											WHEELS AND FRAME							MISCELLANEOUS					Weights		Prices		MAKE AND MODEL
Clutch		Gearset				Gear Ratios										Brakes											
Type	Controlled by	Type	Number of Forward Speeds	Reverse Gear Fitted?	Rear Wheel Sprung?	Engine to Gearset	Low	Second	Third	Final Drive Type	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front Spring Type	Starting System	Foot	Hand	Maximum High Speed (M.P.H.)	Gasoline Tank Capacity (Gals.)	Oil Tank Capacity (Qts.)	Height of Saddle Above Ground (Ins.)	Minimum Road Clearance (Ins.)	Electrically Equipped (Lbs.)	Not Equipped (Lbs.)	Equipped	Not Equipped	
Oil D...	P&HL..	Prog..	3	No.	No.	.....	.....	.....	.....	Chain	56	27x3½	Diam.	HS	Kick..	Ext...	Ext...	75	3¾	4	26¼	4½	395	....	400.00	.....	Ace.....E
Oil D...	P&HL..	Prog..	3	No.	No.	.....	.....	.....	.....	Chain	56	27x3½	Diam.	HS	Kick..	Ext...	Ext...	85	3¾	4	26¼	4½	395	....	420.00	.....	Ace.....SE
Dry D..	Pedal...	Prog..	3	No.	No.	2.00	9.65	6.25	4.12	Chain	57	26x3.3	Duplex	HS	Kick..	Ext...	None	60	2¼	2½	26½	4½	300	275	295.00	260.00	Cleveland.....FE
Dry D..	P&GH..	Fric..	3	No.	No.	1.50	8.00	5.00	3.00	Chain	52	25x2½	Loop..	HS	Kick..	Ext...	None	50	2	2	29	....	220	210	240.00	200.00	Emblem.....106
None...	None....	None	1	No.	No.	None	10.10	None	None	Belt	49	26x2	Loop..	HS	Pedal.	Hub..	None	30	1½	....	30	6	72	....	120.00	.....	Evans Power Cycle.....G
Oil D...	Pedal...	Prog..	3	No.	No.	2.56	12.00	8.00	5.00	Chain	56½	25x3.8	DLoop	HS	Kick..	Ext‡..	None	96	3	3	25	5	320	....	285.00	250.00	Excelsior Super.....X
Oil D...	Pedal...	Prog..	3	No.	No.	2.56	12.00	8.00	5.00	Chain	56½	25x3.8	DLoop	HS	Kick..	Ext‡..	None	96	3	3	25	5	320	....	350.00	315.00	Excelsior Sup Sport.....
Dry D..	Pedal...	Prog..	3	No.	No.	2.77	16.3	10.10	6.25	Chain	55	26x3.3	Loop..	HS	Kick..	Ext...	Int*..	50	3	3	26	4¾	265	243	235.00	210.00	Harley-Davidson.....A
Dry D..	Pedal...	Prog..	3	No.	No.	2.77	16.3	10.10	6.25	Chain	55	26x3.3	Loop..	HS	Kick..	Ext...	Int*..	50	3	3	26	4¾	265	243	235.00	210.00	Harley-Davidson.....B
Dry D..	Pedal...	Prog..	3	No.	No.	2.77	14.92	9.24	5.72	Chain	55	26x3.3	Loop..	HS	Kick..	Ext...	Int*..	50	3	3	26	4¾	265	243	275.00	250.00	Harley-Davidson.....AA
Dry D..	Pedal...	Prog..	3	No.	No.	2.77	14.92	9.24	5.72	Chain	55	26x3.3	Loop..	HS	Kick..	Ext...	Int*..	50	3	3	26	4¾	265	243	275.00	250.00	Harley-Davidson.....BA
Dry D..	Pedal...	Prog..	3	No.	No.	2.69	9.50	6.33	4.68	Chain	60	27x3.8	Loop..	HS	Kick..	Ext...	Yes*..	68	4¼	4	27	5	408	375	315.00	295.00	Harley-Davidson.....26FJ
Dry D..	Pedal...	Prog..	3	No.	No.	2.53	9.77	6.51	4.34	Chain	60	27x3.8	Loop..	HS	Kick..	Ext...	Yes*..	78	4¼	4	27	5	413	379	335.00	315.00	Harley-Davidson.26FD-JD
Oil D...	P&HL..	Prog..	3	Yes	No.	1.60	12.00	7.30	4.50	Chain	60	27x3.8	DLoop	HS	Kick..	Ext‡..	None	75	4	4†	25	4½	408	....	415.00 435.00	380.00 400.00	Henderson.....DeLuxe
Oil D...	Pedal...	Prog..	3	No.	No.	2.57	12.68	8.07	5.13	Chain	54	25x3.8	DLoop	LS	Kick..	Int...	None	60	3⅛	3.0	30	4½	320	....	285.00	250.00	Indian.....“G”Scout
Oil D...	Pedal...	Prog..	3	No.	No.	2.55	12.57	8.00	5.09	Chain	61½	27x3.8	DLoop	LS	Kick..	Ext...	None	70	3⅛	3.0	30	4¾	425	....	325.00	290.00	Indian.....“H”Chief
Oil D...	Pedal...	Prog..	3	No.	No.	2.55	11.97	7.62	4.85	Chain	61½	27x3.8	DLoop	LS	Kick..	Ext...	None	75	3⅛	3.0	30	4¾	430	....	335.00	300.00	Indian.....“HP”Big Chief
Dry D..	HandL..	Prog..	3	No.	No.	2.53	19.61	10.89	6.05	Chain	54	25x2.5	Keyst	HS	Kick..	Int...	None	45	2¾	3.0	29	3¾	265	....	215.00	185.00	Indian.....“L”Prince
Fric....	GonHB	Fric..	5	No.	No.	5.75	11.50	8.62	7.18	Chain	56	26x3.3	DLoop	HS	Kick..	Int...	Int*..	35	2	....	28	6	190	....	185.00	.....	Ner-A-Car.....Type B

LS—Leaf Spring.
Mag—Magneto.
O G—Mix Oil with Gasoline.
Oh I Si E—Overhead Inlet Side Exhaust.
Oil D—Oil Disk.
O O—Oil Only.
Opt—Optional.
P & G H—Pedal and Grip on Handle Bars.
P & H L—Pedal and Hand Lever.
Pist—Piston.
Prog—Progessive Sliding.
RBosch—Robert Bosch.
Si by Si—Side by Side.
Split—Splitdorf.
Sp Pr—Splash with Pressure.
Stk—Stock Equipment.
Vert—Vertical.
*—Optional at extra cost.
†—Crank Case capacity.
‡—Foot Internal Brake at extra cost.

Tractor Specifications

ENGINE								CLUTCH			BELT PULLEY			TRANSMISSION											MAKE AND MODEL
System		Oiling System		Cooling System																					
Number and Capacity of Fuel Tanks (Gals.)	Make of Air Cleaner	Type of System	Type of Pump	Cooled By	Make of Radiator	Circulation By	Capacity of System (Gals.)	Make	Type	Control	Make of Clutch	R.P.M.	Diameter and Face (Ins.)	Type	No. Forward Speeds	Drive from Engine or Gearset to Driving Wheels	Final Drive	No. Driving Wheels	Diameter and Face Driving Wheels (Ins.)	Type Drive Wheel Axle Bearings	No. Non-Drive Wheels	Frame Type	
1-2½G..	Don..	Cir-Spl..	Gear....	Water.	Sh-John.	Ther-S..	2	Own....	M.D.D..	H-Lever...	Own..	9006	–4½	.....	1	Worm...	Axle..	2	30–4	Roller	0	None...	Aro.....F
1-1½G..	Don..	Cir-Spl..	Piston..	Air...	None...	Fan....	0	Own....	Special..	H-Lever...	None	.....	.....	Direct	1	Gear....	Spokes	2	30–3	Plain..	0	None....	Beeman....Junior
1-1½G..	Don..	Cir-Spl..	None...	Water.	Sh-John.	Ther-S..	0	Own....	Plate....	H.B.Grip..	None	8003	½–4½	Direct	1	Sp.G....	Rim..	2	25–3¼	Plain..	2	None...	Beeman.....K
1-1G....	Spec..	Cir-Spl..	Piston..	Air...	None...	Blower..	0	Own†....	Cone....	H-Lever...	Own..	1256	–2	Direct	2	Chain...	Spokes	2	16–3	Plain..	2	Rolled...	Bolens.....D
1-4G....	Own..	Force...	LeRoi...	Water.	LeRoi...	Ther-S..	4	T.Disc..	M.D.D..	H-Lever...	None	12004	–6	S.G....	1	Chain...	Axle..	2	28–4	Roller	0	Rolled...	Centaur.....1925
1-4G....	Ben..	Cir-Spl..	Piston..	Water.	LeRoi...	Ther-S..	4	T.Disc..	M.D.D..	H-Lever...	.....	12006	–4	Fric...	1	Chain...	Axle..	2	28–4	Plain..	0	Rolled...	Centaur.....G
2-5G....	Own..	Cir-Spl..	Piston..	Air....	None....	Fan.....	0	Own....	Cone....	HB-F.....	Own..	2800	4–3	J.C....	1	IG.....	Axle..	2	32–5	Rolled	2	Cast....	E & W.....4
1-1½K..	Own..	Cir-Spl..	Piston..	Air....	None....	Fan.....	0	Own....	Jaw.....	H-Lever...	None	0	None...	J.C....	1	Sp-IG...	Axle..	2	20–3	Plain..	0	Cast....	Federal.....A
1-1G....	Own..	Cir-Spl..	Ece.....	Air....	None....	Fan.....	0	Own....	Jaw.....	H.B.Grip..	None	10003	–3	J.C....	1	IG.....	Spokes	1	22–5¼	Plain..	2	Pressed..	Kinkade.....
1-3½G..	B&S..	Cir-Spl..	.....	Air....	None....	Fan.....	0	Own....	M.D.D..	H.B.Grip..	None	17502	–2	Fric...	1	Chain...	Axle..	2	11–2½	Ball...	0	Cast....	Red E.....A
1-2G....	Own..	Spec....	None...	Air....	None....	Fan.....	0	Own....	Jaw.....	H-Lever...	Own..	3	–3½	J.C....	1	Worm...	Axle..	2	20–3	Plain..	2	None....	Red E.....MBM
1-.....	.....	.....	.....	Air....	None....	.....	0	.....	Band....	H-B Grip..	.....	.....	.....	.....	1	Chain...	.....	2	26–22	.....	0	.....	Shaw.....
1-1G....	Own..	M.O.F..	Piston..	Air....	None....	.....	0	Own....	Jaw.....	H-Lever...	None	0	None...	J.C....	1	Ch-G....	IG.....	1	20–3½	Plain..	2	Rolled...	Sprywheel....DC
1-1G....	Own..	Cir-Spl..	Piston..	Air....	None....	.....	0	Own....	Jaw.....	H.B.Grip..	None	10003	–3	J.C....	1	Sp.G....	Axle..	2	32–3	Plain..	2	Cast....	Standard.....
1-1½G..	Own..	Cir-Spl..	Gear....	Water.	Fedders.	Ther-S..	1½	Own....	Cone....	H.B.Grip.. Hi-Lever...	None	12004	⅝–3¾	Direct	1	IG.....	.....	2	24¾–4	Plain..	2	.....	Utilitor.....502
1-1½G..	Own..	Cir-Spl..	Gear....	Water.	Fedders.	Ther-S..	1½	Own....	Cone....	H-Lever...	None	12004	⅝–3¾	Direct	1	IG.....	.....	2	24¾–4	Plain..	2	.....	Utilitor.....502A

K—Kerosene.
King—Kingston.
M. D. D.—Multiple Dry Disk.
M. O. F.—Mix Oil with Fuel.
N-W.—New-Way.
NCS—Non-Circulating Splash.
Non-A—Non-Adjustable.
Plan—Planetary.
Rid—Riding.
R. or W.—Riding or Walking.
S. G.—Sliding Gear.
Sh.-John—Shotwell-Johnson.
Spec—Special.
Sp. G.—Spur Gear.
Sp. I. G.—Spur and Internal Gear.
T. Disc—Twin Disc.
Ther-S—Thermo Syphon.
Uni—Universal.
W. H. B.—Wheels or Handle Bars.
Wal—Walking.
Weis—Weisman.
Wisc—Wisconsin.

American Gasoline

This Table comprises Motor Bus Chassis which are

For other chassis which are recommended and adapted for Bus use,

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM						GOVERNOR		TRANS	
						Tires Type and Sizes							Fuel System		Ignition System				Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Carbueter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Maximum Capacity of Generator (Watts)	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Ace...C	30	$4800	204	70 –80½	6500	S-36x6	S-36x6	Cont...7T	6-4⅛x5¼	40.8	L...	Pr Cs.	Zen...	V...	Eis...	M..	RBos.	††	USL.	12–110	††	††	B-L...	MDD
Acme...116	16	§	180	58 –70	5200	P-32x6	P-32x6d	Cont...6B	6-3¾x5	33.7	L...	Pr Cs.	Zen...	V...	Opt...	B..	ABos.	††	Wil...	6-111	N P...	N P...	B-L...	MDD
Acme...118	18	§	205	58½–70	5600	P-32x6	P-32x6d	Cont...6B	6-3¾x5	33.7	L...	Pr Cs.	Zen...	V...	ABos.	B..	ABos.	120	Wil...	6-111	N P...	N P...	B-L...	MDD
Acme...121	21	§	205	58½–72⅛	6000	P-32x6	P-32x6d	Cont...7T	6-4⅛x5¼	40.8	L...	Fl Pr..	Str...	V...	ABos.	B..	ABos.	120	Wil...	6-111	N P...	N P...	B-L...	MDD
Brockway...EB	20	§	153	56 –58	3850	P-32x6	P-32x6	Wisc.....SU	4–4 x5	25.6	I...	Pr Cs.	Zen...	V...	Eis...	M..	L-N..	112	Exi...	12–220	N P...	N P...	B-L...	MDD
Brockway...EB4	20	§	153	56 –58	3900	P-30x5	P-30x5d	Wisc.....Y	6-3⅝x5	27.3	I...	Pr Cs.	Zen...	V...	Eis...	M..	L-N..	112	Exi...	12–220	N P...	N P...	B-L...	MDD
Brockway...H	22	§	200	60 –66	4975	P-32x6	P-32x6d	Cont...6B	6-3¾x5	33.7	L...	Fl Pr..	Zen...	V...	Eis...	M..	L-N..	350	Exi...	12–220	N P...	N P...	B-L...	MDD
Brockway...J6	25	§	185	66½–76	6585	P-36x6	P-36x6d	Cont...6B	6-3¾x5	33.7	L...	Fl Pr..	Zen...	V...	Eis...	M..	L-N..	350	Exi...	12–220	N P...	N P...	B-L...	MDD
Brockway...I	40	§	225	66½–77⅜	7650	P-34x7	P-34x7d	Wisc.....Z	6-4½x5	48.6	I...	Pr Cs.	Str...	V...	Eis...	M..	L-N..	350	Exi...	12–220	N P...	N P...	B-L...	MDD
			235																					
Clinton...65B	30	4075	184	58½–58½	5925	P-36x6	P-36x6d	Buda...EBU	4–4¼x5½	28.9	L...	Pr Cs.	Zen...	V...	Opt...	M..	RBos.	††	Pre...	6–90	††	††	B-L...	MDD
Clinton...65BS	35	4800	220	68 –76¾	6600	S-36x6	S-36x6	Buda...YBU	6-4½x6	32.4	L...	Pr Cs.	Zen...	V...	Opt...	M..	RBos.	††	Pre...	6–130	††	††	B-L...	MDD
Commerce...65	34	§	242	68 –75¾	8220	P-36x6	P-36x6d	Cont....14H	6-4½x5¾	48.6	L...	Fl Pr..	Zen...	V...	ABos.	M..	L-N..	300	Wil...	12–135	Opt...	Opt...	B-L...	MDD
Day-Elder...20	20	§	168	56 –58	5200	P-36x6	P-38x7	Buda...KBU	4–4 x5¼	25.6	L...	Pr Cs.	Zen...	V...	Eis...	M..	ABos..	75†	Wil...	6–153	Su...	35†	B-L...	MDD
Day-Elder...25	25	§	180	58 –58½	5600	P-36x6	P-40x8	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs.	Zen...	V...	Eis...	M..	ABos..	75†	Wil...	6–153	Su...	35†	B-L...	MDD
Day-Elder...30	30	§	196	68½–74	7000	P-36x6	P-36x6	Buda...BUS	6-4 x5⅛	38.4	L...	Pr Cs.	Zen...	V...	Eis...	M..	L-N	300†	Wil...	6–153	Ce...	35†	B-L...	MDD
Denby...36	30	5000	216	74 –74	7000	P-36x6	P-36x6d	Cont.....6B	6-3¾x5	33.7	L...	Pr Cs.	Zen...	V...	RBos.	M..	RBos.	††	Wil...	12–130	††	††	Ful...	MDD
Dorris...L-6	25	5450	224	72¼–67	6300	P-36x6	P-36x6d	Own....6–80	6–4 x5	38.4	I...	Pr Cs.	Str...	V...	ABos.	B..	N-E..	225	Wil...	12–130	N P...	N P...	B-L...	MDD
Dorris...M-4	18	3535	176	56 –58	4480	P-32x6	P-32x6d	Own.....K	4–4¼x5½	28.9	I...	Pr Cs.	Str...	V...	ABos.	B..	ABos.	108	Wil...	6–139	N P...	N P...	B-L...	MDD
Fageol Inter City...	22	5375	218	70 –76	6450	P-36x6	P-38x7	HaS.....50	4–4¼x5½	28.9	I...	Pr Cs.	Zen...	V...	Del...	B..	Del...	††	Exi...	6–240	Ce...	41	B-L...	MDD
Fageol Street Car...	29	6315	230	70 –70	6760	P-36x6	P-36x6d	HaS.....75	6–4¼x5½	43.3	I...	Pr Cs.	Zen...	V...	Del...	B..	Del...	††	Exi...	12–240	Ce...	41	B-L...	MDD
Fageol Double Deck...	58	7150	230	73 –72	7325	P-34x7	P-34x7d	HaS...75"C"	6–4¼x5½	43.3	I...	Pr Cs.	Zen...	V...	Del...	B..	Del...	400	USL.	12–120	Ce...	35	B-L...	MDD
Federal...4-B6	25	§	190	60 –60	5450	P-36x6	P-36x8d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	Eis...	M..	Remy.	††	Exi...	6–185	Ce...	35†	B&B.	SP...
Federal...S26	17–21	1775	156	56 –57	3200	P-32x6	P-34x7	Knight....64	4–3⅝x4½	21	Sl..	Pr Cs.	Zen...	V...	A-L...	B..	A-L...	125	Exi...	6–120	Su...	35	B&B.	SP...
Federal...UB6	25	.....	190	60 –60	5450	P-36x6	P-36x8d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	Eis...	M..	Rem...	..	Exi...	6–185	Ce...	35	B&B.	SP...
Fifth Ave. Coach...J	29	§	172	68¼–71¼	5660	C*-34x5	C*-34x7d	Yell.....EZ	4–4 x6	25.6	SI..	Pr Cs.	Zen...	V...	Eis...	M..	§§N-E	300	Wil...	12–90	N P...	N P...	Yell..	SP...
Fifth Ave. Coach...L	55	§	172¾	67 –77½	6850	C*-34x5	C*-34x5d	Yell.....EZ	4–4 x6	25.6	SI..	Pr Cs.	Zen...	G...	Eis...	M..	§§N-E	300	Edi...	12–150	N P...	N P...	Yell..	SP...
Garford...KB	17	§	180	58 –59½	3600	P-32x6	P-32x6	Wisc.....Y	6–3⅜x5	27.4	I...	Pr Cs.	Zen...	V...	A-L...	B..	A-L...	††	Wil...	6–135	N P...	N P...	B-L...	MDD
Garford...51D	29	§	187	68 –80	6500	P-36x6	P-36x6d	Buda...BUS	6–4 x5⅛	38.4	L...	Pr Cs.	Str...	V...	Spl...	M..	Remy.	††	Wil...	6–190	N P...	N P...	Own..	MDD
Garford...CB	30	§	220	72 –76	6900	P-36x6	Wisc.....Z	6–4½x5	48.6	I...	Pr Cs.	Zen...	V...	Spl...	M..	L-N..	††	Wil...	12–130	N P...	N P...	B-L...	MDD
Gary...45B	40	5500	220	68 –72	....	P-36x6	P-36x6d	Buda....GL6	6–4½x6	48.6	L...	Pr Cs.	Str...	V...	Remy	B..	Remy.	††	††	††	††	††	Ful...	MDD
Gotfredson...56-B-60	60	§	228½	71 –78	††	P-36x8	P-36x8	Buda....GL6	6–4½x6	48.6	L...	Pr Cs.	Zen...	V...	RBos.	M..	N-E..	225	Wil...	12–250	Opt...	Opt...	B&B.	SP...
Gotfredson...50-B-29	29	§	208°	71 –75	††	P-36x6	P-36x6d	Buda....BU1	6–4 x5½	38.4	L...	Pr Cs.	Zen...	V...	RBos	M..	N-E..	225	Wil...	12–250	Opt...	Opt...	B&B.	SP...
Graham Bros....YB	21	1600	158	56 –56	3700	P-32x6	P-34x7	Dodge.....	4–37⁄8x4½	24.0	L...	Pr Cs.	Ste...	V...	N-E..		N-E..	300	Exi...	12–90	N P†	N P†	Own..	MDD
Gramm & Kin...6-15-3	15	1755	164	57 –58	3100	P-30x5	P-30x5	Cont.....8R	6–3⅜x4½	27.3	L...	Pr Cs.	Zen...	V...	A-L...	B..	A-L...	††	USL.	6–135	††	††	Cov..	MDD
Gramm & Kin...6-20-3	20	2760	184	57 –58	3800	P-32x6	P-32x6	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	A-L...	B..	A-L...	††	USL.	6–135	††	††	Cov..	MDD
Gramm & Kin...6-25-3	25	3100	184	57 –58	3900	P-32x6	P-34x7	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	A-L...	B..	A-L...	††	USL.	6–135	††	††	Cov..	MDD
Gramm Kincaid...263NC	15	.....	164	58 –57	3400	P-30x5	P-30x5	Cont.....8R	6–3⅜x4½	27 3	L...	Pr Cs.	Zen...	V...	A-L...	B..	A-L...	....	USL.	.....	N P.	.....	Cov..	MDD
Gramm Kincaid..2063RA	18–20	.....	184	56 –57	3800	P-32x6	P-32x6	Cont.....6B	6–3¾x5	33.7	L...	Fl Pr.	Zen...	V...	A-L...	B..	A-L...	....	USL.	6	N P.	.....	Cov..	MDD
Gramm Kincaid..2163RA	21	.....	184	56 –57	4200	P-34x7	P-34x7	Cont.....6B	6–3¾x5	33.7	L...	Fl Pr.	Zen...	V...	A-L...	B..	A-L...	....	USL.	.....	N P.	.....	Cov..	MDD
Grass Premier...75	16	3100	180	56 –56	4100	P-32x6	P-36x8	Lyc.....3H	8–3 1⁄16x4½	32.5	L...	Pr Cs.	Str...	V...	ABos.	B..	ABos.	††	Wil...	6–	N P...	N P...	B-L...	MDD
Grass Premier...	.....	5200	200	58 –58	5150	P-32x6	P-32x6d	Wauk....6A	6–4½x5¾	48.6	L...	Pr Cs.	Str...	V...	ABos	M..	ABos..	††	Wil...	12–	N P...	40	B-L...	MDD
Guilder...20	18	2500	150	58 –58	4000	P-32x6	P-32x6	Cont.....8R	6–3⅜x4½	27.3	L...	Pr Cs.	Zen...	V...	ABos.	B..	ABos..	††	Wil...	12–	N P...	N P...	B-L...	MDD
Guilder...26	21	3650	180	60 –60	4500	P-32x6	P-32x6d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	ABos.	B..	ABos.	††	Wil...	6–	N P...	N P...	B-L...	SP...
Guilder...36	30	4850	191	64 –70	6000	P-36x6	P-36x6	Buda...BUS	6–4 x5⅛	38.4	L...	Fl Pr..	Zen...	V...	Eis...	M..	L-N..	††	Wil...	12–	Ce...	30	B-L...	MDD
Hahn...DB	18	§	145°	60 –60	4700	P-32x6	P-32x6	Herc.....OX	4–4 x5	25.6	L...	Pr Cs.	Str...	V...	RBos	M..	L-N..	110	Wil...	6–110	N P...	N P...	B-L...	MDD
Hahn...KB	27	§	186°	60 –66	4900	P-32x6	P-32x6d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Sch...	V...	RBos	M..	Del...	180	Wil...	6–175	N P...	N P...	B-L...	MDD
Hahn...LB	36	§	246	69 –72	6800	P-38x7	P-38x7d	Cont....14H	6–4½x5¾	48.6	L...	Fl Pr..	Sch...	V...	RBos	M..	N-E..	180	Wil...	12–130	N P...	N P...	B-L...	MDD
International...SL	16	§	150	56 –56½	2940	P-33x5	P-33x5	Lyc.....Spec	4–3½x5	19.6	L...	Pr Cs.	Own..	G...	Con...	....	A-L..	130†	Pre...	6–100	N P†	N P†	Mun..	MDD
International...54M	24	.....	220	68 –68	7500	P-36x6	P-36x6d	Buda.....	6–4 x5⅛	38.4	L...	Pr Cs.	Str...	V...	Rem..	B..	Rem..	250	Pre...	6–205	.....	.....	B-L...	MDD
International...SL	12–14	.....	150	56 –56	2940	P-33x5	P-33x5	Lyco.....KB	4–3½x5	19.6	L...	Sp Pr	Zen...	G...	Rem..	B..	Rem..	130	Pre...	6–100	N P...	N P...	Lon..	SP...
International...54L	18–20	.....	180	66 –68	5900	P-32x6	P-32x6d	Own....Spe	6–3⅜x4½	33.7	L...	Pr Cs.	Str...	V...	Opt...	O..	Rem..	200	Pre...	6–205	N P...	N P...	B-L...	MDD
International...54-H-1	27–34	.....	250	68 –75	8500	P-38x7	P-38x7d	Own....Spe	6–4½x5¾	48.6	L...	Pr Cs.	Str...	V...	Opt...	O..	Rem..	250	Pre...	6–205	N P...	N P...	B-L...	MDD
Kissel...55	20	2350	182	59 –57	4000	P-32x6	P-34x7	Own.....55	6–3 1⁄16x5½	26.3	L...	Sp Pr.	Str...	V...	Remy	B..	Remy.	120	Wil...	6–153	N P...	N P...	B&B.	SP...
Larrabee...X42	17	2800	190	60 –60	5000	P-32x6	P-32x6	Cont.....8R	6–3⅜x4½	27.3	L...	Pr Cs.	Zen...	V...	ABos.	B..	ABos.	120	Exi...	6–240	††	††	B-L...	MDD
Larrabee...XH3	21	3600	186	62 –66	4670	P-32x6	P-32x6d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	ABos	M..	N-E..	††	Exi...	6–240	††	††	Own..	MDD
Larrabee...XH4	30	4800	220	70 –75	7000	P-36x6	P-36x6d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	L-N..	B..	L-N..	200	Exi...	12–120	††	††	B-L...	MDD
Larrabee...XH31	21	3525	190	60 –60	5600	P-32x6	P-32x6d	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Zen...	V...	ABos	B..	ABos.	120	Exi...	6–240	††	††	B-L...	MDD
Maccar...H3	40	.....	228¾	–58½	7500	P-34x7	P-34x7d	Buda.....	6–4 x5⅛	38.4	L...	Fl Pr.	Str...	V...	DeJ...	B..	.....	....	Pre...	6–90	Stk...	.....	B-L...	MDD
Mack (Sedan)...AB	25	4750	230½	68 –63⅜	††	S*-36x6	S*-36x6d	Own.....AB	4–4¼x5	28.9	L...	Sp Pr.	Str...	V...	Spl...	M.	N-E..	....	Exi...	12–120	Ce...	Opt...	Own..	MDD
Mack...AB	29	4750	225	68 –63⅜	††	P*-34x7	P*-34x7d	Own...Mack	4–4¼x5	28.9	L...	Sp Pr.	Str...	V...	Spl...	M.	N-E..	....	Exi...	12–120	Ce...	Opt...	Own..	MDD
Mack (City)...AB	25	4650	196	68 –63⅜	††	P*-32x6	P*-32x6d	Own.....AB	4–4¼x5	28.9	L...	Sp Pr.	Str...	V...	Spl...	M.	N-E	....	Exi...	12–120	Ce...	Opt...	Own..	MDD
Menominee...T	18	††	176	60 –58¾	4980	P-32x6	P-34x7	Wisc.....Y	6–3⅜x5	27.3	I...	Pr Cs.	Zen...	V...	Remy	B..	Remy.	††	Wil...	6–170	Opt...	38	Dtl...	MDD
Menominee...T	23	††	195 3⁄16	60 –58¾	5340	P-34x7	P-34x7	Wisc.....Y	6–3⅜x5	27.3	I...	Pr Cs.	Zen...	V...	Remy	B..	Remy.	††	Wil...	6–170	Opt...	38	Dtl...	MDD
Moreland...RC	16	2280	180	56 –57¼	3850	P-32x6	P-32x6	Here...OBX	4–4 x5	25.6	L...	Pr Cs.	Zen...	V...	Spl	M	A-L.	85†	Hob...	6–140	N P†	N P...	B-L...	MDD
Moreland...EC	20	3780	178	61 –58	4590	P-34x5	P-34x5d	Cont.....K4	4–4¼x5¼	27.2	L...	Fl Pr.	Sch...	V...	Spl...	M	Spl...	150†	Hob...	6–140	N P†	N P...	B-L...	MDD
Moreland...AC	25	4700	187	68 –69	5660	P-36x6	P-26x6d	Cont.....L4	4–4½x5½	32.4	L...	Fl Pr.	Sch...	V...	Spl...	M	Spl...	150†	Hob...	6–140	N P†	N P...	B-L...	MDD
Pierce Arrow...Z	25	.....	196	67¼–76⅞	6240	P-36x6	P-36x6d	Own.....Z	6–4 x5½	38.4	T..	Fl Pr.	Own..	P...	Del...	B.	Del...	††	Wil...	12–132	N P...	N P...	Own..	MDD
Pierce Arrow...Z	30	.....	220	67¼–76⅞	6350	P-35x6	P-36x6d	Own.....Z	6–4 x5½	38.4	T..	Fl Pr.	Own..	P...	Del...	B.	Del...	††	Wil...	12–132	N P...	N P...	Own..	MDD

ABBREVIATIONS:

°—Others furnished.
*—At extra cost.
**—Gas Electric
§—Prices on application.
§§—Generator only.
†—1925 Specifications.
††—Manufacturers did not furnish information.
‡—Also Fabric Joints
ABos—American Bosch.
A-L—Auto-Lite.
A-P—Air Pressure.
B—Battery.
B—Balloons (Tires).
Bal—Ball and Ball.
B&B—Borg & Beck.
BG—Bevel Gear.
B-L—Brown Lipe.
Blo—Blood.
B-PS—Bevel Pinion and Sector.
C—Cushion.
C&L—Cam and Lever.
Ce—Centrifugal.
Cin—Cincinnati.
Cla—Clark.
Col—Columbia.
Con—Connecticut.
Cont—Continental.
Cot—Cotta.
Cov—Covert
d—Dual.
D-A—Disk Aluminum.
Day—Dayton.
D-C—Disc Cast Steel
DD—Dead.
DeJ—DeJon.
Del—Delco.
Det—Detroit.
Dir—Direct.
D-P—Disk Pressed Steel.
DR—Double Reduction.
Dtl—Detlaff.
E—Free End.
Eat—Eaton.
Edi—Edison.
E-Ds—External Drive-shaft.
E-Fw—External Four Wheel.
Eis—Eisemann.
Eng—Engine.
E-Rw—External Rear Wheels.
Exi—Exide.
F—In Head and Side.
FA—Drive taken through Front Axle.
F&Ds—Front Wheels and Drive-shaft.
FF—Full Floating.
Fl Pr—Full Pressure to all Main Bearings.
Ful—Fuller.
G—Gravity.
Gem—Gemmer.
Gou—Gould.
HaS—Hall Scott.
Herc—Hercules.
Hob—Hobson.
Hoo—Hoosier.
Hyd—Hydraulic.
I—In Head.
I-Ds—Internal Driveshaft.
I-Fw—Internal Four Wheel.
IG—Internal Gear.
Ind—Indestructible.

Motor Bus Specifications

designed and sold exclusively for Passenger Transportation

see models having § sign in "American Gasoline Truck Specifications,"

MISSION						REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR							
Gearset										Service				Emergency		Front	Rear			Steering Gear			Wheels			
Make	Location	Number of Forward Speeds	Low Gear Reduction	Power Tire Pump	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type, Front and Rear	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Make	Type and Material	MAKE AND MODEL
B-L	Eng	4	††	††	-Pet	Tim 6516	Wo	FF	5.40	I-Rw	Mec	Dir	††	I-Rw	††	††	††	M-M	Tim	Ross	C&L	68	Budd	D-P	Ace C
B-L	Eng	4	5.35	Opt	2-Blo	Cla B-6000	SB	½F	5.50	I-Rw	Mec	Dir	266	I-Rw	266	40-2½	60-3	M-M	Shu	Ross	C&L	68	Mot	S-P	Acme 116
B-L	Eng	4	5.35	Opt	4-Blo	Cla B-6000	SB	½F	5.50	I-Rw	Mec	Dir	266	I-Rw	266	40-2½	60-3	M-M	Shu	Ross	C&L	68	Mot	S-P	Acme 118
B-L	Eng	4	5.35	Opt	4-Blo	Cla B-720	SB	½F	.....	I-Rw	Mec	Dir	266	I-Rw	266	40-2½	60-3	M-M	Shu	Ross	C&L	68	Mot	S-P	Acme 121
B-L	Eng	3	5.35	Opt	2-Spi	Col 52001	SB	¾F	5.12	E-Rw	Mec	Dir	120	I-Rw	108	46-2½	60-3	M-M	Col	Gem	W&W	56	Van	S-C	Brockway EB
B-L	Eng	3	5.35	Opt	2-Spi	Col 52001	SB	¾F	5.12	E-Rw	Mec	Dir	120	I-Rw	108	46-2½	60-3	M-M	Shu	Gem	W&W	56	Budd	D-P	Brockway EB4
B-L	Eng	4	5.35	Opt	3-Spi	Wisc 6730	Wo	FF	6.33	I-Rw	Mec	Dir	196	I-Rw	114	46-2½	60-3	M-M	Shu	Ross	C&L	56	Budd	D-P	Brockway H
B-L	Eng	4	5.35	Opt	4-Spi	Tim 6518	Wo	FF	7.0C	E-Ds	Mec	Dir	195	I-Rw	300	46-3	60-3½	M-M	She	Ross	C&L	62½	Budd	D-P	Brockway J6
B-L	Eng	4	5.35	Stk	4*M&E *Spi	Tim 6521	Wo	FF	4.80	I-Rw	Mec	Dir	280	E-Ds	180	46-3	60-3½	M-M	She	Ross	C&L	75	Budd	D-P	Brockway I
B-L	SeU	4	5.35	††	-M&E	Tim 6566	Wo	FF	6.50	I-Rw	Mec	Dir	††	I-Rw	††	††	††	M-M	Tim	Ross	C&L	74	Budd	D-P	Clinton 65B
B-L	SeU	4	5.35	††	-M&E	Tim 6516	Wo	FF	6.70	I-Rw	Mec	Dir	††	I-Rw	††	††	††	M-M	Tim	Ross	C&L	80	Budd	D-P	Clinton 65BS
B-L	SeU	4	5.35	Stk	5-Blo	Tim 6516	Wo	FF	4.80	I-Rw	Vac	Dir	460	I-Rw	460	42-2½	60-3	M-M	Tim	Ross	C&L	35	Budd	D-P	Commerce 65
B-L	Eng	3	3.29	Opt†	3-Spi	Tim 6462	Wo	½F	6.50	I-Rw	Mec	Dir†	152†	I-Rw	152†	42-2¼	54-2½	M-M†	Tim	Gem	W&W	60	Van	S-C	Day-Elder 20
B-L	Eng	4	5.35	Opt†	3-Spi	Tim 6566	Wo	FF	6.70	I-Rw	Mec†	Dir†	184†	I-Rw	184†	42-2½	56-3	M-M†	Tim	Gem	W&W	60	Budd	D-P	Day-Elder 25
B-L	Eng	4	5.35	Opt†	3-Spi	Huck 85	DR	FF	5.72	I-Rw	Mec†	Dir†	410†	I-Rw	284†	46-2½	60-3	M-M†	She	Gem	W&W	54	Budd	D-P	Day-Elder 30
Ful	Eng	4	4.80	Opt	4-Blo	Cla 3D	IG	FF	7.00	I-Rw	Mec	Dir	††	E-Ds	††	48-3	64-4	M-M	Shu	Ross	C&L	33	Budd	D-P	Denby 36
B-L	Eng	4	5.35	NP	2-Spi	Wisc 67-C	DR	½F	4.80	I-Rw	Mec	Dir	††	E-Ds	42-3	††	60-4	M-M	Tim	Ross	C&L	80	Budd	D-P	Dorris L-6
B-L	Eng	4	5.35	NP	3-Spi	Wisc 42-B	DR	½F	4.60	I-Rw	Mec	Dir	††	E-Ds	††	40-2½	60-3	M-M	Tim	Ross	C&L	60	Budd	D-P	Dorris M-4
B-L	Eng	4	5.35	NP	4-Spi	Tim 65190	Wo	FF	4.60	I-Rw	Opt	Opt	130	I-Rw	130	41-2½	56-3	M-M	Tim	Ross	C&L	82	Budd	D-P	Fageol Inter City
B-L	Eng	4	5.35	NP	4-Spi	Tim 6466	Wo	FF	4.60	I-Rw	Opt	Opt	130	I-Rw	130	41-2½	56-3	M-M	Tim	Ross	C&L	90	Budd	D-P	Fageol Street Car
B-L	Eng	4	5.35	††	4-Spi	Tim 6521	Wo	FF	6.00	I-Rw	A-P	Pow	622	I-Rw	622	43-2½	56-3	M-M	Tim	Ross	C&L	91	Budd	D-P	Fageol Double Deck
Det	SeU	4	6.70	NP†	2-Spi	Tim 6566	Wo	FF	6.70	I-Rw	.....	.....	.....	I-Rw	.....	.....	.....	M-M†	Own	Gem	S&N†	56	Smi	D-P	Federal S-26
Own	Eng	3	3.65	Opt†‡	3 Clev	Tim 5620	SB	FF	7.50	I-Rw	Mec	Dir	.....	I-Rw	.....	38-2¼	52-2¼	M-M	Own	Gem	W&W	26	Mich	S-C	Federal S-26
Det	SeU	4	6.70	NP	2 Spi†	Tim 6560	WO	FF	6.70	.....	.....	.....	.....	.....	.....	.....	.....	M-M	Own	Gem	S&N	56	Smi	D-P	Federal UB6
Own	SeU	4	4.01	NP	2-Spi	Tim 6412	Wo	½F	5.40	I-Rw	Mec	Dir	182	I-Rw	182	48-3	62-3	R-R	Tim	Ross	S&N	52	Own	S-C	Fifth Ave. Coach J
Own	SeU	4	4.01	NP	3-Spi	Own L	IG	½F	6.57°	E-Rw	Mec	Dir	220	E-Ds	207	48-3½	56-3½	M-M	Own	Ross	S&N	53	Own	S-C	Fifth Ave. Coach L
B-L	Eng	3	4.80	Opt	3-Spi†	Tim 5516H	SB	½F	5.37	E-Fw	Hyd	Dir	412	I-Rw	220	40-2¼	56-2¼	M-M	Tim	Lav	S&N	58	Day	S-C	Garford KB
B-L	SeU	8	3.7	Stk	4-Spi†	Tim 6516	Wo	FF	5.40	I-Rw	Mec	Dir	235	I-Rw	235	42-3	60-3½	M-M	Tim	Ross	S&N	60	Day	S-C	Garford 51D
B-L	Eng	4	3.77	Stk	4-Spi	Tim 5516H	Wo	FF	4.8	E-Fw	A-P	Dir	672	I-Rw	††	42-3	60-3½	M-M	Tim	Ross	C&L	70	Budd	D-P	Garford CB
Ful	Eng	4	††	††	-Spi	Tim	Wo	FF	††	††	††	††	††	††	††	††	††	††	Tim	Ross	††	††	Budd	D-P	Gary 45B
B-L	Eng	4	5.35	NP	5-Spi	Tim 6422	Wo	FF	4.50	I-Fw	A-P	Pow	408	I-Rw	258	42-3	44-4	M-M	Tim	Ross	C&L	††	Budd	D-P	Gotfredson 56-B-60
B-L	Eng	4	5.35	NP	3-Spi	Tim 6521	Wo	FF	4.80	I-Fw	A-P	Pow	336	I-Rw	100	42-3	60-3½	M-M	Tim	Ross	C&L	††	Budd	D-P	Gotfredson 50-B-29
Own	Eng	3	8.74	NP†	-Spi	Tim 6516	Wo	FF	6.3	I-Rw	Mec†	Dir†	230	I-Rw	230	37-2†	56-3†	M-M†	Own	Own	W&W	59	Smi	D-P	Graham Bros. YB
Cov	Eng	3	††	††	-Thi	Eat	BG	½F	5.33	I-Fw	††	††	††	††	††	††	††	††	Col	Ross	††	50	††	††	Gramm & Kin. 6-15-3
Cov	Eng	3	††	††	-Thi	Eat	BG	½F	5.33	I-Fw	††	††	††	††	††	††	††	††	Col	Ross	††	56	Smi	D-P	Gramm & Kin. 6-20-3
Cov	Eng	3	††	††	-Thi	Wisc	DR	½F	††	I-Fw	††	††	††	††	††	††	††	††	Col	Ross	††	56	Smi	D-P	Gramm & Kin. 6-25-3
Covert	Eng	3	4.00	N P	3 Almt	Eat 1002	SB	½F	.....	I-Rw	Mec	Dir	.....	E-Ds	.....	40-2¼	52-3	M-M	Col	Ross	C&L	.....	Smi	S-C	Gramm Kincaid 263NC
Covert	Eng	3	4.00	N P	3 Almt	Eat 1502	SB	½F	4.7	I-Fw	Mec	Dir	.....	E-Ds	.....	44-3	60-3	M-M	Col	Ross	C&L	.....	Smi	S C	Gramm Kincaid 2063RA
Covert	Eng	3	4.00	N P	3 Almt	Wise 70A	DR	½F	5.83	I-Fw	Mec	Dir	.....	E-Ds	.....	44-3	60-3	M-M	Col	Ross	C&L	.....	Smi	S-C	Gramm Kincaid 2163RA
B-L	Eng	4	5.35	Stk	2-Pic	Tim	SB	FF	††	I-Rw	A-P	Pow	††	E-Ds	††	40-2½	50-3	M-M	Cont	Ross	C&L	††	Van	S-C	Grass Premier 75
B-L	Eng	7	11.4	Stk	2-Spi 2-Pic	Tim 6516	Wo	FF	4.06	I-Fw	A-P	Pow	††	E-Ds	††	40-2½	54-3	M-M	Cont	Ross	C&L	††	Van	S-C	Grass Premier
B-L	SeU				2-Spi																				
B-L	Eng	3	4.80	NP	2-M&E	Cla 500	SB	½F	6.28	I-Rw	Mec	Dir	††	I-Rw	††	40-2¼	56-2½	M-M	Shu	Ross	C&L	70	Budd	D-P	Guilder 20
B-L	Eng	3	3.29	Opt	3-††	Wisc 6730	DR	FF	6.00	I-Rw	Mec	Dir	††	I-Rw	††	42-2½	60-3	M-M	She	Ross	C&L	50	Budd	D-P	Guilder 26
B-L	Eng	4	††	NP	2-M&E	Wisc 1300K	DR	¾F	6.1	I-Rw	Mec	Dir	††	I-Rw	††	44-3	60-3½	M-M	Shu	Ross	S&N	70	Budd	D-P	Guilder 36
B-L	Eng	3	4.80	Opt	3-Spi	Wisc 41	DR	½F	5.00	I-Rw	Mec	Dir	††	I-Rw	††	40-2½	56-2½	M-M	She	Ross	C&L	40	Hoo	S-W	Hahn DB
B-L	Eng	4	5.35	Opt	3-Spi	Wisc 6730B	DR	FF	6.33	I-Rw	Mec	Dir	††	I-Rw	††	40-2½	56-3	M-M	She	Ross	C&L	60	Budd	D-P	Hahn KB
B-L	Eng	4	3.95	Opt	4-Spi	Wisc 1630	DR	FF	††	I-Rw	Mec	Dir	††	I-Rw	††	42-3	59-3½	M-M	She	Ross	C&L	††	Budd	D-P	Hahn LB
Mun	Eng	3	4 0†	Stk†	-Own	Torb 1000	IG	DD	5.4	I-Rw	Mec	Dir	174†	I-Rw	174†	39-2¼	57½-2½†	M-M	Eat	Own	††	48	Own	††	International SL
B L	SeU	4	5.35	.....	5 Sne	Wisc 1300K	BS	F F	6.00	I-Fw	A-P	Pow	780	I-Rw	264	46-3	60-4	M-M	She	Ross	C&L	.....	Budd	D-P	International 54M
Own	Eng	3	4.00	Sta	2-Own	Own Spe	IG	DD	25.10	E-Rw	Mec	Dir	174	I-Rw	174	39-2¼	57½-2½	M-M	Own	CAS	W&W	58	Opt	Opt	International SL
B-L	SeU	4	5.35	AB	3-Own	Own Spe	SB	½F	Opt	I-Fw	A-P	Pow	552	I-Rw	300	46-3	60-3	M-M	Own	Ros	C&L	.....	Bud	D-P	International 54-L
B-L	SeU	4	5.35	AB	4-Own	Own Spe	DR	FF	Opt	I-Fw	A-P	Pow	732	I-Rw	288	46-3	60 -4	M-M	Own	Ros	C&L	.....	Bud	D-P	International 54-H-1
W-G	Eng	3	3.04	Opt	2-Pet	Tim 5620H	SB	½F	6.75	E-Fw	Hyd	Dir	364	E-Ds	52	38-2½	60-3	M-M	Tim	Ross	C&L	††	Day	S-C	Kissel 55
B-L	Eng	3	4.0	No	1-Sne 2-Spi	She 711 Tim 5620	Wo SB	FF ½F	6.5	I-Rw	Mec	Dir	††	I-Rw	††	42-2½	54-3	††	She	Ross	C&L	††	Smi	D-P	Larrabee X42
Own	Eng	3	††	††	-Spi	She	Wo	½F	5.50	I-Rw	Mec	Dir	††	F&Ds	††	††	††	M-M	Shu	Ross	C&L	††	Budd	D-P	Larrabee XH3
B-L	Eng	4	5.0	No	1-Sne 2-Spi	She	DR	FF	6.68	I-Rw	Mec	Dir	††	I-Rw	††	42-3	60-3½	††	She	Ross	C&L	††	Budd	D-P	Larrabee XH4
B-L	Eng	4	4.0	No	1-Sne 2-Spi	She 711 Tim 5620	Wo SB	FF ½F	5.50	I-Rw	Mec	Dir	††	I-Rw	††	42-2½	54-3	††	She	Ross	C&L	††	Budd	D-P	Larrabee HX31
B-L	Eng	4	.....	Stk	4 Spi	Tim	WO	F F	6.1	I-Rw	Mec	Pow	.....	I-Rw	.....	42-3	62-3½	M-M	Tim	Ross	C&L	82	Budd	D	Maccar H3
Own	Eng	4	4.85	Opt	4-Spi	Own AB	DR	FF	6.70	I-Rw	Vac	Dir	364	E-Ds	144	42½-3	63-3½	R-R	Own	Own	W&W	69	Budd	D-P	Mack (Sedan) AB
Own	Eng	4	4.85	Opt	4-Spi	Own AB	DR	FF	6.70	I-Rw	Vac	Dir	364	E-Ds	144	42½-3	63-3½	R-R	Own	Own	W&W	64	Budd	D-P	Mack AB
Own	Eng	4	4.85	Opt	4-Spi	Own AB	DR	FF	6.70	I-Rw	Vac	Dir	364	E-Ds	144	42½-3	63-3½	R-R	Own	Own	W&W	55	Budd	D-P	Mack (City) AB
Cot	Eng	3	3.68	††	1-Pic 2-Blo	Wisc 42	DR	½F	5.83	I-Rw	Mec	Dir	††	E-Ds	††	44-2½	56-3	M-M	Shu	Ross	C&L	61	Ind	D-P	Menominee T
Cot	Eng	4	5.20	††	1-Pic 2-Blo	Wisc 67	DR	½F	5.83	I-Rw	Mec	Dir	††	E-Ds	††	44-2½	56-3	M-M	Shu	Ross	C&L	66½	Ind	D-P	Menominee T
B-L	Eng	3	409†	Opt†	-Pet	Tim 5512	Wo	½F	5.5	E-Rw	Mec	Dir	244†	I-Rw	230†	34½-2½†	56-3†	M-M†	Tim	Ross	C&L	65†	Own	D-A	Moreland RC
B-L	Eng	4	535†	Opt†	-Pet	Tim 6410	Wo	½F	6.0	I-Rw	Hyd	Dir	190†	I-Rw	190†	38-2½†	56-3†	M-M†	Tim	Ross	C&L	65†	Budd	D-P	Moreland EC
B-L	Eng	4	535†	Opt†	-Pet	Tim 6511	Wo	FF	6.0	I-Rw	Hyd	Dir	240†	I-Rw	240†	39½-2½†	56-2½	M-M†	Tim	Ross	C&L	70†	Budd	D-P	Moreland AC
Own	SeU	4	5.35	Stk	2-Spi	Own Z	Wo	FF	6.00	E-Ds	Mec	Dir	240	I-Rw	515	41-3	60-3½	M-M	Own	Own	S&N	75	Budd	D-P	Pierce Arrow Z
Own	SeU	4	5.35	Stk	2-Spi	Own Z	Wo	FF	6.00	E-Ds	Mec	Dir	240	I-Rw	515	41-3	60-3½	M-M	Own	Own	S&N	80	Budd	D-P	Pierce Arrow Z

I-Rw—Internal Rear wheel.
Jac—Jacox.
Lav—Lavine'
L—L Head.
L-N—Leece Neville.
Lyc—Lycoming.
M—Magneto.
M—Metal (Shackles)
MDD—Multiple Dry Disk.
M&E—Merchant & Evans.
Mec—Mechanical.
Mich—Michigan
Mot—Motor Wheel.
Mun—Munsey
N-E—North East.

N-P—No Provision.
Opt—Optional.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pet—Peters.
Pic—Pick.
Pow—Power Operated.
PrCs—Pressure to all crankshaft and connecting rod bearings; splash to other parts.
Pre—Prestolite.
R—Rubber.
RA—Wheels Swung from Radius Arms.
RBos—Robert Bosch.

S—Solid.
SB—Spiral Bevel.
S-C—Spoked Cast Steel.
Sch—Schebler.
Sci—Scintilla.
SeU—Separate Unit.
She—Sheldon.
Shu—Shuler.
Sl—Sleeve Valve.
Smi—Smith.
S&N—Screw and Nut.
Sne—Snead.
SP—Single Plate.
S-P—Spoked Pressed Steel.
Spi—Spicer

Spl—Splitdorf.
SpPr—Pressure to main crankshaft bearings only. Splash to other parts.
Stk—Standard Equipment.
Str—Stromberg.
Su—Suction.
S-W—Spoked Wood.
T—T Head.
Thi—Thiemer.
Tim—Timken.
Torb—Torbenson (Eaton).
Uni—Universal Machine.
Un FA—Unit with Front Axle

V—Vacuum.
Vac—Vacuum.
Var—Various.
Ves—Vesta.
W-G—Warner Gear
Wauk—Waukesha.
Wes—Westinghouse.
Wil—Willard.
Wisc—Wisconsin.
Wo—Worm.
W&S—Worm and Sector
W&W—Worm & Wheel.
Yell—Yellow Sleeve.
Zen—Zenith.

(Continued on next page)

American Gasoline Motor

MAKE AND MODEL	GENERAL							ENGINE						ELECTRICAL SYSTEM						GOVERNOR	TRANS	
						Tires, Type and Sizes						Fuel System		Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Maximum Capacity of Generator (Watts)	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Rehberger.....B-2	25	††	192	58 –65½	6470	P-36x6	P-36x6d	Buda...BUS	6–4 x5⅛	38.4	L...	Fl Pr..	Zen...	V...	RBos	M..	L-N...	300	Wil...	12–132	N P...	N P...	B-L..	MDD
Reo Sedan.....	16	$2350	176	58 –58¼	3860	P-32x6	P-32x6d	Own.....T6	6–3⅜x5	24.3	F...	Sp Pr.	Sch...	V...	N-E..	B..	N-E..	225	Wil...	6–153	N P...	N P...	Own..	MDD
Reo Street Car.....W	21	2470	176	58 –58¼	3680	P-32x6	P-32x6d	Own.....W	6–3⅜x5	24.3	F...	Sp Pr.	Sch...	V...	N-E..	B..	N-E..	225	Wil...	6–153	N P...	N P...	Own..	MDD
Republic.....81	20	††	185	60 –58	3600	P-34x7	P-34x7	Lyc.....C-4	4–4 x5	25.6	L...	Pr Cs.	Str...	V...	ABos	B..	ABos.	††	USL.	6–150	††	††	Ful..	MDD
Royal.....E	29	††	218	68 –72	7100	P-36x6	P-36x6d	Wisc.....Z	6–4½x5	48.6	I...	Fl Pr..	Zen...	V...	Remy	M..	Remy.	††	Wes...	6–287	N P...	N P...	B-L..	MDD
Ruggles.....60	20	§	180	58 –69½	4500	P-30x5	P-30x5d	Wisc.....Y	6–3⅜x5	27.3	I...	Pr Cs.	Zen...	V...	Remy	M..	Remy.	††	Wil...	6–177	N P...	N P...	B-L..	MDD
Ruggles.....70	25	§	218	69 –72	5400	P-32x6	P-32x6d	Wisc.....Z	6–4½x5	48.6	I...	Fl Pr..	Zen...	V...	ABos	B..	Remy.	††	Wil...	6–177	N P...	N P...	B-L..	MDD
Schacht.....O	27	5900	197°	67½–84¾	7000	P-36x6	P-36x6d	Wisc.....Z	6–4½x5	48.6	I...	Pr Cs.	Zen...	V...	ABos	M..	L-N...	300	Cin...	12–175	N P...	N P...	B-L..	MDD
Selden.....Pacemk	18	§	160°	56 –56	3600	P-32x6	P-32x6	Cont.....8R	6–3⅜x4½	27.3	L...	Pr Cs.	Str...	V...	N-E..	B..	N-E..	225	Wil...	12–150	Opt...	Opt...	B-L..	MDD
Selden.....R'dmaster	25	§	190°	56 –58	5200	P-32x6	P-32x6	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Str...	V...	N-E..	B..	N-E..	225	Wil...	12–150	Opt...	Opt...	B-L..	MDD
Selden.....Century	29	§	230	71 –76	††	P-36x6	P-36x6d	Cont.....14H	6–4½x5¾	48.6	L...	Pr Cs.	Str...	V...	N-E..	B..	N-E..	300	Wil...	21–200	Opt...	Opt...	B-L..	MDD
Sterling.....GB6	29	§	Opt	60¼–63	6800	P-36x6	P-36x6d	Own.....6A	6–4 x5¾	38.4	L...	Pr Cs.	Zen...	V...	Eis..	M..	RBos.	.....	Gou..	12–	Ce....	35	B-L..	MDD
Sterling.....GB2	29	§	198	60¼–63	6100	P-36x6	P-36x6d	Own.....CU	4–4⅜x5¾	30.6	L...	Pr Cs.	Zen...	V...	Eis..	M..	RBos.	.....	Gou..	12–	Ce....	35	B-L..	MDD
Stewart.....20	25	4600	198°	64½–73¼	6800	P-32x6	P-32x6d	Cont.....6B	6–3¾x5	33.7	L...	Fl Pr..	Zen...	V...	Remy	B..	Remy.	.....	USL.	12–118	Su....	Var..	Own..	MDD
								Cont.....6T																
Studebaker.....N	15	1785	158	56⅝–58½	3325	B34x7.30	P-34x7	Own.....	6–37⁄8x5	36.0	L...	Fl Pr..	Bal...	V...	Remy°	B..	Remy°	††	Wil...	6–111	N P...	N P...	Own..	SP....
Studebaker.....A	20	2150	184	56⅝–58½	3625	B34x7.30	P-34x7	Own.....	6–37⁄8x5	36.0	L...	Fl Pr..	Bal...	V...	Remy	B..	Remy.	††	Wil...	6–155	N P...	N P...	Own..	SP....
Studebaker.....D	††	§	184	56 –67¾	††	P-32x6	P-32x6d	Own.....	6–37⁄8x5	36.0	L...	Fl Pr..	Bal...	V...	Remy	B..	Remy.	††	Wil...	6–155	N P...	N P...	Own..	SP....
Tilling-Stevens**....X	33	§	230	71 –78¼	8860	P-34x7	P-34x7d	Wauk.....6Q	6–4 x5¾	38.4	L...	Pr Cs.	Zen...	V...	RBos	M..	L-N..	300	USL.	12–300	N P...	None	None	None.
Tilling-Stevens**....W	27	§	230	71 –78¼	8860	P-34x7	P-34x7d	Wauk.....6A	6–4½x5¾	48.6	L...	Pr Cs.	Zen...	V...	RBos	M..	L-N..	300	Exi...	12–	N P...	None..	None	None.
Tilling-Stevens**....Z	64	§	224	71 –78¼	8890	S-34x7	S-34x7d	Wauk.....6A	6–4½x5¾	48.6	L...	Pr Cs.	Zen...	V...	RBos	M..	L-N..	420	USL.	12–	N P...	None	None	None.
Twin City .....DW	25	§	210	72 –76	7500	P-36x6	P-36x6d	Own.....TW	4–4¼x6	28.9	I...	Pr Cs.	Zen...	V...	ABos	M..	L-N..	††	Wil...	12–130	N P...	N P..	Ful..	MDD
Union.....GW	30	§	241	72 –73¾	6500	P-36x6	P-36x6d	Wisc.....Z	6–4½x5	48.6	I...	Pr Cs.	Zen...	V...	ABos	B..	ABos.	††	Pre..	6–170	††	††	Ful..	MDD
Union.....EC	19	§	198°	58 –58	4500	P-32x6	P-32x6d	Wisc.....Y	6–3⅜x5	27.3	I...	Pr Cs.	Zen...	V...	ABos	B..	ABos.	††	Pre..	6–137	††	††	Ful..	MDD
Uppercu (Sig.)...20-80	30	§	220	70 –80	7000	P-38x9	P-38x9	Cont.....6B	6–3¾x5	33.7	L...	Pr Cs.	Str...	V...	Del..	B..	Del..	300	Wes...	6–300	N P...	N P...	B-L..	MDD
Uppercu Coach.....S	33	§	240	70 –80	7400	S*-36x7	S*-36x10	Wauk.....6A	6–4½x5¾	48.6	L...	Fl Pr..	Sch...	V...	Sci..	M..	L-N..	300	Exi...	6–300	N P...	N P...	B&B.	SP....
Ward LaFrance....3B	25	§	196	58 –65½	6300	P-36x6	P-36x6d	Wauk.....DU	4–4½x6¼	32.4	L...	Pr Cs.	Str...	V...	RBos	M..	Remy.	††	Wil...	6–177	††	††	B-L..	MDD
White.....50A	25	4950	198	58½–67½	5775	P-32x6	P-32x6d	Own.....50A	4–4¼x5¾	28.9	L...	Pr Cs.	Zen...	V...	Opt..	M..	L-N..	††	Opt..	12–132	Ce....	Opt..	Own..	SP....
Wilcox.....M	....	§	226¼	68½–80	.....	-36x6	P-36x6d	Cont.....14H	6–4½x5¾	48.6	L...	Fl Pr..	Zen...	V...	Del..	B..	Del..	††	††	††	††	††	††	MDD
Yellow Coach.....Z	67	§	200	71 –73⅝	7313	S-34x6	S*-34x6d	Own.....Z	4–4 x6	25.6	SI..	Pr Cs.	Zen...	G..	Opt..	M..	N-E..	300	Ves...	12–100	Ce....	32	Own..	SP....
Yellow (Double)...YZ	67	§	200	71 –73⅝	7515	S-34x6	S*-34x6d	Own.....YZ	6–4¼x5½	43.3	SI..	Pr Cs.	Zen...	V...	N-E..	B..	N-E..	300	Ves...	12–100	Ce....	35	Own..	SP....
Yellow (Single)....YZ	29	§	200	72¼–76¾	7515	P-36x6	P-36x6d	Own.....YZ	6–4¼x5½	43.3	SI..	Pr Cs.	Zen...	V...	N-E..	B..	N-E..	300	Ves...	12–100	Ce....	35	Own..	SP....
Yellow.....Y	29	§	225	74¾–74¾	6000	P-36x6	P-36x6d	Own.....Y	6–4¼x5½	43.3	SI..	Pr Cs.	Zen...	V...	N-E..	B..	N-E..	300	Ves...	12–100	None..	50	Long..	SP....
Yellow**.....Z	64	§	230	71 –73⅝	10350	S-34x6	S-34x6d	Own.....YZ	6–4¼x5½	43.3	SI..	Pr Cs.	Zen...	V...	N-E..	B..	N-E..	550	Exi...	12–100	None	Opt..	None	None.
Yellow Coach X	21	§	210	66 –68	4590	P-32x6	P-32x6	Own.....X	6–3½x4½	29.4	SI..	Pr Cs.	Zen...	V...	N-E..	B..	N-E..	250	Ves...	12–100	Ce....	None	Long..	SP....

ABBREVIATIONS:

°—Others furnished.
*—At extra cost.
**—Gas Electric
§—Prices on application.
§§—Generator only.
†—1925 Specifications.
††—Manufacturers did not furnish information.
‡—Also Fabric Joints
ABos—American Bosch.
A-L—Auto-Lite.
Almt—Almetal
A-P—Air Pressure.
B—Battery.
B—Balloons (Tires).
Bal—Ball and Ball.
B&B—Borg & Beck.
BG—Bevel Gear.
B-L—Brown Lipe.
Blo—Blood.
B-PS—Bevel Pinion and Sector.
C—Cushion.
C&L—Cam and Lever.
Ce—Centrifugal.
Cin—Cincinnati.
Cla—Clark.
Col—Columbia.
Con—Connecticut.
Cont—Continental.
Cot—Cotta.
Cov—Covert
d—Dual.
D-A—Disk Aluminum.
Day—Dayton.
D-C—Disc Cast Steel
DD—Dead.
DeJ—DeJon.
Del—Delco.
Det—Detroit.
Dir—Direct.
D-P—Disk Pressed Steel.
DR—Double Reduction.
Dtl—Detlaff.
E—Free End.
Eat—Eaton.
Edi—Edison.
E-Ds—External Drive-shaft.
E-Fw—External Four Wheel.
Eis—Eisemann.
Eng—Engine.
E-Rw—External Rear Wheels.
Exi—Exide.
F—In Head and Side.
FA—Drive taken through Front Axle.
F&Ds—Front Wheels and Drive-shaft.
FF—Full Floating.
Fl Pr—Full Pressure to all Main Bearings.
Ful—Fuller.
G—Gravity.
Gem—Gemmer.
Gou—Gould.
HaSc—Hall Scott.
Herd—Hercules.
Hob—Hobson.
Hoo—Hoosier.
Hyd—Hydraulic.
I—In Head.
I-Ds—Internal Driveshaft.
I-Fw—Internal Four Wheel.
IG—Internal Gear.
Ind—Indestructible.

American Taxicab

MAKE AND MODEL	GENERAL				ENGINE																			
											Valves				Oiling System			Fuel System		Electrical System				
																				Ignition				
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Arrangement	Head Material	Drive	Piston Material	Type	Pump Type	Water Circulation	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Voltage
Bauer.....	2450	115	30x5	4100	Buda WTU	4-3¾x5⅛	22.50	226.0	4.10	3	Det...	4	L...	CI...	Heli...	SS..	Pr Cs...	.....	Pump...	Schebler..	Gra..	ABos...	B..	ABos..	6-8
Checker.....E	2500	117	33x4½	4100	Buda WTU	4-3¾x5⅛	22.50	226.0	4.10	3	Det...	4	L...	CI...	Gear..	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac..	RBos...	M..	RBos..	6-8
Driggs.....	1950	109	30x3½	2200	Own.....	4-3¼x4½	16.90	149.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Zenith....	Gra..	ABos...	M..	ABos..	6-8
Elcar.....L-6	2450	118	32x4	.....	Cont 8R...	6-3⅜x4½	27.34	241.5	4.40	3	Det...	6	L...	Car...	Heli...	CI..	Pr Cs...	Gear..	Pump...	Strom.....	Vac..	Delco...	B..	Delco..	6-8
Elcar.....8-80	.....	127	20x6½	.....	Lyc H....	8-3 x4½	28.80	254.4	4.6	3	Det...	8	L...	Sil...	Cha...	CI..	Pr Cs...	Gear..	Pump...	Schebler..	Vac..	Delco...	B..	Delco..	6-8
H. C. S.....5	1975	110	29x4½	3340	Wauk 2....	4-3¼x4½	16.90	149.0	4.5	3	Det...	4	L...	CI...	Heli...	CI..	Pr Cs...	Ecc...	ThS....	Zenith....	Gra..	ABos...	B..	ABos..	6-8
Luxor.....L	2897	117¾	33x4½	4000	Buda WTU	4-3¾x5⅛	22.50	226.4	4.10	3	Det...	4	L...	CI...	Heli...	CI..	Pr Cs...	Gear..	Pump...	Zenith....	Vac..	ABos...	M..	ABos..	6-8
Moller (Astor).....	2295	118	33x4½	4260	Buda WTU	4-3¾x5⅛	22.50	226 4	4.10	3	Det...	4	L...	Ast...	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac..	RBos...	M..	RBos..	6-8
Oakland.....6	.....	113	30x5¼	.....	Own.....	6-2⅞x4¾	19.84	185.0	5.0	3	Det...	6	L...	Sil...	Cha...	SS..	Pr Cs...	Gear..	Pump...	Strom.....	Vac..	Remy...	B..	Remy..	6-8
Pennant.....	2895	118	33x4½	3800	Buda WTU	4-3¾x4½	22.5	226.4	4.10	3	Det...	4	L...	CI...	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac..	ABos...	M..	West*..	6-8
Premier 4-D	2400	118	32x6.20	.....	Buda WTU	4-3¾x5⅛	22.5	226.4	4.10	3	Det...	4	L...	CI...	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac..	RBos...	B..	ABos..	6-8
Premier.....4-F	2400	112	30x5	.....	Buda WTU	4-3¾x5⅛	22.5	226.4	4.10	3	Det...	4	L...	CI...	Heli...	SS..	Pr Cs...	Gear..	Pump...	Zenith....	Vac..	ABos...	B..	ABos..	6-8
Rauch & Lang.....T	2350	112	33x4½	3400	Buda..WU	4-3¾x5⅛	22.50	226.4	4.10	3	Int...	4	L...	CI...	Heli...	SS..	Pr Cs...	Gear..	ThS....	Zenith....	Gra..	ABos...	M..	†Dyne‡..	6-8
Reo.....V	2185	113	33x4½	3672	Own.....	6-3⅜x5	24.30	239.0	4.5	4	Det...	6	F...	CI§...	Heli...	Al..	Sp Pr...	Pist..	Pump...	Schebler..	Vac..	N-E...	B..	N-E...	6-8
Reo.....V-6	2085	113	32x4½	3672	Own T6...	6-3⅜x5	24.30	239.0	4.50	4	Det...	6	F...	CI§...	Heli...	Al..	Sp Pr...	Pist..	Pump...	Schebler..	Vac..	N-E...	B..	N-E...	6-8
Traveler.....	2600	118½	32x4	.....	Buda..WU	4-3¾x5⅛	22.50	226.4	4.10	3	Int...	4	L...	CI...	Heli...	SS..	Pr Cs...	Gear..	ThS....	Zenith....	Gra..	Fise....	M..	‡Ese...	6-8
Willys-Knight..GHF	2250	118	32x4½	.....	Own 65...	4-3⅝x4½	21.03	185.6	.....	4	Det...	4	S...	None..	Cha...	Al..	Pr Cs...	Gear..	ThS....	Tillotson..	Vac..	A-L...	B..	A-L...	6-8
Yellow Cab.....A2	2150	109	32x4½	3335	Cont V7...	4-3½x5	18.60	192.43	.....	3	Int...	4	L...	Car...	Heli...	CI..	Pr Cs...	Pist..	ThS....	Zenith....	Gra..	RBos...	M..	N-E...	6-8
Yellow.....04	2400	109	29x4½	3775	Cont V7...	4-3¾x5...	22.50	220.8	.....	3	Int...	4	L...	Car...	Heli...	CI..	Pr Cs...	Pist..	ThS....	Zenith....	Gra..	RBos...	M..	N-E...	6-8
Yellow.....05	2600	114	27x4.5	4175	Own S....	4-3 1/16x5	18.90	185.6	4.8	3	Det...	4	S...	None..	Cha...	CI..	Pr Cs...	Gear..	ThS....	Zenith....	Gra..	RBos...	M..	N-E...	6-8

ABBREVIATIONS:

*—At extra cost
§§—1925 specifications
§—Exhaust valve only
†—Starter at extra cost
‡‡—Delivered New Yo k
‡—Starter Make Gray & Davis
A—Artillery
A-Bos—American Bosch
A-L—Auto Lite
Al—Aluminum
Ast—Alloy Steel **B**—Battery
B-L—Brown-Lipe
Blood—Blood Bros.
B P S—Bevel Pinion & Sector
B&B—Borg & Beck
C&L—Cam and Lever
Car—Carbon Steel
Cha—Chain
CI—Cast Iron
Col—Columbia
Cont—Continental
CS—Cast Steel
D—Disc
Det—Detachable
Der—Detroit
Detl—Detlaff
Dyne—Dyneto
Ecc—Eccentric
Eng—Engine
Eise—Eisemann
Ext-Ds—External Drive Shaft
Ext-Rw—External Rear Wheel
F—Valve in Head and Side
f—Fabric
F F—Full Floating
Ful—Fuller
Gra—Gravity
Gem—Gemmer
Hart—Hartford
Heli—Helical Gear
Hyd—Hydraulic
Int—Integral
Int-Rw—Internal Rear Wheel
Jon—Jones
L—Both Valves at Side
Lav—Lavine
M—Magneto
Lyc—Lycoming
m—Metal

Bus Specifications—Cont'd

MISSION						REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR							MAKE AND MODEL
Gearset				Power Tire Pump	Universal Joints, Number and Make					Service				Emergency		Front	Rear			Steering Gear			Wheels			
Make	Location	Number of Forward Speeds	Low Gear Reduction			Make and Model	Final Drive	Type	Total Ratio from Engin to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type, Front and Rear	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Make	Type and Material	
B-L..	Eng..	4	5.35	Opt...	3-Spi...	Tim....6566	Wo.	FF..	6.75	I-Rw..	Mec..	Dir...	186	I-Rw..	186	41–2½	60–3	M–M.	Shu...	Gem..	W&W.	66	Budd	D-P...	Rehberger.....B-2
Own..	SeU...	3	3.68	NP...	4-Own...	Own.....W	SB..	½F.	5.70	E-Rw.	Mec..	Dir...	275	I-Fw..	346	38–2¼	54–2½	M–M.	Own..	Own..	B-PS.	62	Budd	D-P...	Reo Sedan.....
Own..	SeU...	3	3.68	NP...	4-Own...	Own.....W	SB..	½F.	5.70	E-Rw.	Mec..	Dir...	275	I-Fw..	346	38–2¼	54–2½	M–M.	Own..	Own..	B-PS.	62	Budd	D-P...	Reo Street Car.....W
Ful..	Eng..	3	4.00	Opt...	3-Uni...	Eat....10000	IG..	FF..	6.28	E-Ds.	Mec..	Dir...	96	I-Rw..	175	36½–2	56–2¼	M–M.	Eat...	Jac...	S&N..	††	Van..	S-C...	Republic.....81
B-L..	Eng..	4	5.35	Stk...	4-Pet...	Tim....6522	Wo.	FF..	5.30	I-Ds.	Mec..	Dir...	††	I-Rw..	††	41–3	60-3½	M–M.	Tim..	Ross.	W&W.	67	Budd	D-P...	Royal.....E
B-L..	Eng..	4	5.35	NP...	2-Uni...	Wisc....460	DR.	FF..	5.50	I-Rw.	Vac...	Dir...	††	I-Rw.	††	38½–2¼	54½–3	M–M.	Col...	Jac...	S&N..	56	Budd	D-P...	Ruggles.....60
B-L..	Eng..	4	5.35	Stk...	3-Uni...	Wisc...66BF	DR.	FF..	5.83	I-Rw..	Mec..	Dir...	486	E-Ds..	135	44–3	60–4	M–M.	She...	Jac...	S&N..	64	Budd	D-P...	Ruggles.....70
Own..	SeU...	8	4.75	Stk...	2-Spi...	Wisc....1300	DR.	FF..	6.00	I-Fw..	A-P...	Pow..	904	E-Ds.	96	42–3	60-3½	M–M.	She...	Ross..	C&L..	67	Budd	D-P...	Schacht.....0
B-L..	Eng..	3	5.35	Opt...	3-Blo...	Cla....B501	SB..	¾F.	Opt...	E-Rw.	Mec..	Dir...	††	I-Rw..	††	41–2¼	60–2½	M–M.	Shu...	Ross..	C&L..	††	Van..	S-C...	Selden.....Pacemk
B-L..	Eng..	4	Opt	Opt...	3-Blo...	Cla....B720	SB..	¾F.	Opt...	E-Rw.	Mec..	Dir...	††	I-Rw..	††	46–2¼	60-3	M–M.	Shu...	Ross..	C&L..	††	Van..	S-C...	Selden ....R'dmaster
B-L..	Eng..	4	Opt	.....	4-Spi...	Tim...BUS	Wo.	FF..	Opt...	I-Rw..	A-P...	Pow..	††	E-Ds..	††	46–3	66–4	M–M.	Tim...	Ross..	C&L..	††	Budd	D-P...	Selden.....Century
B-L..	Eng..	4	5.35	NP...	2-Spi...	Tim.....	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	††	I-Rw..	††	48–3	54–3	M–M.	Tim...	Ross.	C&L..	††	Budd	D-P...	Sterling GB6
B-L..	Eng..	4	5.35	Opt	2-Spi...	Tim.....	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	††	I-Rw..	††	48–3	54–3	M–M.	Tim...	Ross.	C&L..	††	Budd	D-P...	Sterling.....GB2
Own..	Eng..	††	††	Opt...	3-Spi...	Cla.....	SB..	¾F.	5.50	I-Rw..	Vac...	Dir...	††	E-Ds..	††	42–3	60–4	M–M.	Own..	Ross.	W&W.	40	Budd	D-C...	Stewart.....20
Own..	Eng..	3	††	††	-Spi...	Own.....	SB..	½F.	4.7	E-Rw.	Hyd..	Dir...	††	E-Ds..	††	††	††	††	Own..	Own..	††	61	Budd	D-P...	Studebaker.....N
Own..	Eng..	3	††	††	-Spi...	Own.....	SB..	½F.	4.7	E-Rw.	Hyd..	Dir...	††	E-Ds..	††	††	††	††	Own..	Own..	††	67	Budd	D-P...	Studebaker.....A
Own..	Eng..	3	††	††	-Spi...	Own.....	SB..	½F.	4.7	E-Rw.	Hyd..	Dir...	††	E-Ds..	††	††	††	††	Own..	Own..	††	††	Budd	D-P...	Studebaker.....D
None.	None.	Var	Non	Stk...	2-Spi...	Tim....ENA	Wo.	¾F.	7.75	I-Fw.	A-P...	Pow..	679	I-Rw..	194	48–3½	60–4	E–E..	Tim...	Ross.	C&L..	62	Budd	D-P...	Tilling-Stevens.....X
None.	None.	Var	Non	Stk...	2-Spi...	Tim....ENA	Wo.	FF..	7.75	I-Fw.	A-P...	Pow..	679	I-Rw..	194	48–3½	60–4	M–E..	Tim...	Ross.	C&L..	62	Budd	D-P...	Tilling-Stevens**...W
None.	None.	Var	Non	Stk...	2-Spi...	Tim....ENA	Wo.	FF..	9.25	I-Fw.	A-P...	Pow..	679	I-Rw..	194	48–3½	60–4	M–E..	Tim...	Ross.	C&L..	62	Budd	D-P...	Tilling-Stevens**....Z
Ful..	Eng..	4	6.3	Opt...	3-Spi...	Tim. 6518B-2	Wo.	FF..	4.80	I-Rw..	Mec..	Dir...	500	E-Ds.	140	40–3	60-3½	M–M.	Tim...	Ross.	C&L..	72	Budd	D-P...	Twin City.....DW
Ful..	SeU...	4	††	††	-Uni...	Wisc..1300K	DR.	FF..	6.00	E-Rw.	Mec..	Dir...	502	I-Rw..	††	44–2½	60–3	M–M.	Shu...	Jac...	S&N..	60	Budd	D-P...	Union.....GW
Ful..	SeU...	4	††	††	-Uni...	Wisc.....470	DR.	FF..	5.50	E-Rw.	Mec..	Dir...	452	I-Rw..	††	48–3	60–3	M–M.	Shu...	Jac...	S&N..	56	Budd	D-P...	Union.....EC
B-L..	Eng..	4	4.27	Opt...	2-Own...	Own.....220	Wo.	††	††	I-Fw.	Vac...	Pow..	††	I-Fw.	††	64–5	64–4	E–E..	Own..	Ross.	W&W.	54	Own..	D-P...	Uppercu (Sig.)...20-80
Cot...	UnFA.	3	4.0	NP...	4-Own...	Own.....Spec	FA..	RA.	None.	I-Fw.	A-P...	Dir...	††	I-Rw.	††	60–5	64–4	M–E..	Own..	Ross.	C&L..	60	Budd	D-P...	Uppercu Coach.....S
B-L..	SeU...	4	††	††	-Spi...	Tim....6566	Wo.	FF..	6.00	I-Rw.	Mec..	Dir...	††	I-Rw.	††	††	††	M–M.	Col...	Ross.	C&L..	72	Budd	D-P...	Ward LaFrance....3B
Own..	Eng..	4	4.12	Opt...	2-Spi...	Own.....50A	DR.	½F.	4.67	E-Ds.	Mec..	Dir...	††	I-Rw.	††	41½–2½	60-3	M–M.	Own..	Own..	W&S..	66	Budd	S-P...	White.....50A
††	Eng..	4	††	††	††	††	DR.	FF..	6.50	I-Rw.	††	††	††	††	††	††	††	††	††	††	††	††	††	††	Wilcox.....M
Own..	SeU...	4	4.98	NP...	2-†.....	Own.....Z	Wo.	½F.	7.00	I-Rw..	Mec..	Dir...	594	I-Rw..	††	48–3½	60–4	R–R..	Own..	Own..	C&L..	72	Own..	S-C...	Yellow Coach.....Z
Own..	SeU...	4	4.98	NP...	2-†.....	Own.....YZ	Wo.	½F.	7.00	I-Rw.	Mec..	Dir...	594	I-Rw.	††	48–3½	60–4	R–R.	Own..	Ross.	C&L..	72	Own..	S-C...	Yellow (Double)...YZ
Own..	SeU...	4	4.98	NP...	2-†.....	Own.....YZ	Wo.	½F.	5.20	I-Rw.	Mec..	Dir...	594	I-Rw.	††	48–3½	60–4	M–M.	Own..	Ross.	C&L..	72	Budd	D-P...	Yellow (Single)....YZ
Own..	Eng..	4	5.35	NP...	3-Spi...	Own.....Y	SB..	½F.	4.27	I-Rw..	A-P...	Dir...	304	I-Rw.	††	46–3½	60–3½	M–M.	Own..	Ross.	C&L..	64	Budd	D-P...	Yellow.....Y
None.	None.	Var	11.0	NP...	2-Spi...	Own.....YZ	Wo.	½F.	11.00	I-Rw.	Mec..	Dir...	594	I-Rw.	297	48–3½	60–4	R–R..	Own..	Ross.	C&L..	72	Day..	S-C...	Yellow**.....Z
Own..	Eng..	4	4.84	NP...	3-Spi...	Own.....X	SB..	½F.	5.38	E-Rw.	Hyd..	Dir...	††	I-Rw.	††	42½–3	60-3	M–M.	Own..	Own..	C&L..	29	Budd	D-P...	Yellow Coach.....X

I-Rw—Internal Rear wheel.
Jac—Jacox.
Lav—Lavine
L—L Head.
L-N—Leece Neville.
Lyc—Lycoming.
M—Magneto.
M—Metal (Shackles).
MDD—Multiple Dry Disk.
M&E—Merchant & Evans.
Mec—Mechanical.
Mich—Michigan
Mot—Motor Wheel.
Mun—Munsey
N-E—North East.
N-P—No Provision.
Opt—Optional.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pet—Peters.
Pic—Pick.
Pow—Power Operated.
PrCs—Pressure to all crankshaft and connecting rod bearings; splash to other parts.
Pre—Prestolite.
R—Rubber.
RA—Wheels Swung from Radius Arms.
RBos—Robert Bosch.
S—Solid.
SB—Spiral Bevel.
S-C—Spoked Cast Steel.
Sch—Schebler.
Sci—Scintilla.
SeU—Separate Unit.
She—Sheldon.
Shu—Shuler.
Sl—Sleeve Valve.
Smi—Smith.
S&N—Screw and Nut.
Sne—Snead.
SP—Single Plate.
S-P—Spoked Pressed Steel.
Spi—Spicer
Spl—Splitdorf.
SpPr—Pressure to main crankshaft bearings only. Splash to other parts.
Stk—Standard Equipment.
Str—Stromberg.
Su—Suction.
S-W—Spoked Wood.
T—T Head.
Thi—Thiemer.
Tim—Timken.
Torb—Torbenson (Eaton).
Uni—Universal Machine.
Un FA—Unit with Front Axle
V—Vacuum.
Vac—Vacuum.
Var—Various.
Ves—Vesta.
W-G—Warner Gear
Wauk—Waukesha.
Wes—Westinghouse.
Wil—Willard.
Wisc—Wisconsin.
Wo—Worm.
W&S—Worm and Sector
W&W—Worm & Wheel.
Yell—Yellow Sleeve.
Zen—Zenith.

Specifications

TRANSMISSION												RUNNING GEAR											MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle					Brakes				Steering Gear							
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Type and Location: Foot	Type and Location: Hand	Schackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
B & B..	S P.....	Mun..	Eng...	3	2-Blood.	m....	Col...	FF...	S B...	4.50	Sp....	Sp....	Ext-Rw...	Ext-Ds....	m...	Col...	Gem..	W & S....	P G...	55½	D..	Smi....	Bauer.....
Ful.....	M D D...	Ful...	Eng...	3	2-Blood.	m....	Col...	¾ F...	S B...	4.50	Sp....	Sp....	Ext-Rw...	Int-Rw....	m...	Col...	Gem..	W & G....	P G...	57⅜	D..	P & B...	Checker.....E
Ful.....	M D D...	Ful...	Eng...	3	2-Spicer.	m....	Own..	¾ F...			Sp....	Sp....	Ext-Rw...	Int-Rw....	m...	Sal...	Lav...	W & W....				Own....	Driggs.....
War G..	M D D...	War G	Eng...	3	1-Hart..	m....	Sal...	¾ F...	S B...	4.70	Sp....	Sp....	Ext-Rw...	Int-Rw....	m...	Sal...	Ross..	C & L....	O C...	52	A..	Smi....	Elcar.....L-6
B & B..	S P.....	War G	Eng...	3	2-Spicer.	m....	Sal...	¾ F...	S B...	4.70	Sp....	Sp....	Ext-Fw...	Ext-Ds....	m...	Sal...	Ross..	C & L....	O C...		O..	B & B...	Elcar.....8-80
B & B..	S P.....	War G	Eng...	3	2-Mech..	m....	Own..	¾ F...	S B...		Sp....	Sp....	Int-Rw...	Ext-Ds....	m...	Own..	Ross..	C & L....	P G...		D..		H. C. S.....5
Ful.....	M D D...	Ful...	Eng...	3	2-Spicer.	m....	Col...	¾ F...	S B...	4.5	Sp....	Sp....	Ext-Rw...	Ext-Ds....	m...	Col...	Ross..	C & L....	P G...	58	D..	Hyd....	Luxor.....L
Ful.....		Ful...	Eng...	3	2-Spicer.	m....	Col...	F F...	S B...	5.12	Sp....	Sp....	Ext-Rw...	Ext-Ds....	m...	Col...	Ross..	C & L....			D..		Moller (Astor).....
Own....	SP.....	Mun..	Eng...	3	2-Mech..	m....	Own..	½ F...	S B...	4.70	Sp....	Sp....	Ext-Fw...	Ext-Ds....	m...	Own..	Jacox	S & N....	P G...		A..	Smi....	Oakland.....6
Ful.....	M D D...	Ful...	Eng...	3	2-Blood.	m....	Col...	¾ F...	S B...	4.87	Sp....	Sp....	Ext-Rw...	Int-Rw....	m...	Col...	Jon..	S & N....	P G...	57	D..	Sav.....	Pennant.....
Ful.....	M D D...	Ful...	Eng...	3	2-Spicer.	m....	Col...	¾ F...	S B...	4.50	Sp....	Sp....	Ext-Rw...	Ext-Ds....	m...	Col...	Ross..	C & L....	P G...		CS	P & B...	Premier.....4D
Ful.....	M D D...	Ful...	Eng...	3	2-Pick...	f....	Col...	¾ F...	S B...	4.50	Sp....	Sp....	Ext-Rw...	Ext-Ds....	r...	Col...	Ross..	C & L....	P G...		D..	P & B...	Premier.....4F
Detl....	M D D...	Der...	Eng...	3	2-Spicer.	m....	Sta...	½ F...	S B...	5.10	Sp....	Sp....	Ext-Rw...	Ext-Ds....	m...	Sta...	Gem..	W & W....	P G...	59½	D..	P & B...	Rauch & Lang.....T
Own....	M D D...	Own..	SeU...	3	4-Own...	m-f...	Own..	½ F...	S B...	4.70	Sp....	T A..	Ext-Rw...	Int-Rw....	m...	Own..	Own..	B P S....	P G...	54	D..	Own....	Reo.....V
Own....	M D D...	Own..	SeU...	3	3-Own...	f-m...	Own..	½ F...	S B...	4.70	Sp....	T A..	Ext-Rw...	Int-Rw....	m...	Own..	Own..	B P S....	P G...		D..	Own....	Reo.....V-6
B-L.....	M D D...	W-M	Eng...	3	2-Spicer.	m....	Col...		S B...		Sp....	Sp....	Ext-Rw...	Int-Rw....	m...	Col...	Gem..	W & W....	P G...		A..	P & B...	Traveler.....
Own....	M D D...	Own..	Eng...	3	2-Mech..	m....	Own..	¾ F...	S B...	4.12	Sp....	Sp....	Ext-Rw...	Int-Rw....	m...	Own	Own..		P G...			Own....	Willys-Knight...FGH
B-L.....	M D D...	B-L..	Eng...	3	1-Spicer.	m....	Tim...	½ F...	S B...	4.90	Sp....	Sp....	Ext-Rw...	Ext-Ds....	r...	Tim...	Gem..	W & W....	P G...	56	D..		Yellow.....A2
B-L.....	M D D...	B-L..	Eng...	3	1-Spicer.	m....	Tim...	½ F...	S B...	4.90	Sp....	Sp....	Ext-Rw...	Ext-Ds....	r...	Tim...	Gem..	W & W....	P G...	56¾	D..		Yellow.....04
B-L.....	M D O..	B-L..	Eng...	3	1-Spicer.	m....	Tim...	½ F...	S B...	Opt	Sp....	Sp....	Ext-Rw...	Ext-Ds....	r...	Tim...	Ross.	C & L....	P G...		D..	M-W..	Yellow.....05

Mech—Mechanics Machine Co.
MDD—Multiple Dry Disc
MDO—Multiple Disc in Oil
Mun—Muncie
M-W—Motor Wheel
N-E—North East
O C—Oil Cups
Opt—Optional **O**—Optional
P&B—Parish & Bingham
P G—Pressure Gun
Pick—Pickering
PrCs—Pressure to all Crankshaft and connecting rod bearings, splash to other parts
Pist—Piston
r—rubber
RBos—Robert Bosch
S—Sleeve Type
Sal—Salisbury
Sav—Savage
S B—Spiral Bevel
SeU—Separate Unit
Sil—Silchrome
S&N—Screws and Nuts
Sp—Springs
Spi—Spicer
S P—Single Plate
Sp Pr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts
Smi—Smith
S S—Semi Steel
Sta—Standard
Strom—Stromberg
T A—Torque Arm
Th S—Thermo Siphon
Tim—Timken
Vac—Vacuum
WarG—Warner Gear
Wauk—Waukesha
West—Westinghouse
W & G—Worm and Gear
W & S—Worm and Sector
W & W—Worm and Wheel
W-M—Willys-Morrow

American Agricultural

MAKE AND MODEL	GENERAL										ENGINE																
																		Governor		Ignition		Fuel System					
	Price	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Wgt. Complete (Lbs.)	Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Steering Type	Make	Rated Horsepower (N.A.C.C.)	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	No. of Cyls. per Casting	Valve Arrangement	Normal R.P.M. at Plowing Speed	Make	Type	Make of System	Impulse Starter Fitted?	Make and Size of Carbureter (Ins.)	Fuel Feed	Number and Capacity of Fuel Tanks (Gals.)	Water Injected?	Make of Air Cleaner
Adv-Rumely Oil Pull....R	....	6	2.02	11701	90	19.5	11¼	Hor.	25–45	F.A.K..	Own..	48.70	2	7⅛x9½	Hor.	2	IH....	540	Own..	Cent.	Bosch	Yes	Own.....	Pres.	2-1¼G-31K	Yes	Don..
Adv-Rumely Oil Pull....L	....	3	2.07	5510	80	15'0"	10	Hor.	15–25	F.A.K..	Own..	27.03	2	5⅛x7	Hor.	2	IH....	755	Own..	Cent.	Bosch	Yes	Own.....	Pres.	2-1¼G-15K	Yes	Don..
Adv-Rumely Oil Pull....M	....	4	2.08	7948	88	17'0"	10	Hor.	26–35	F.A.K..	Own..	37.13	2	6⅞x8¼	Hor.	2	IH....	635	Own..	Cent.	Bosch	Yes	Own.....	Pres.	2-1½G-24.4K	Yes	Don..
Adv-Rumely Oil Pull....S	....	8	1.96	16150	115	22'0"	12	Hor.	30–60	F.A.K..	Own..	64.80	2	9 x11	Hor.	2	IH....	470	Own..	Cent.	Bosch	Yes	Own.....	Pres.	2-2G-48.5K	Yes	Don..
Allis-Chalmers.....6-12	395	1	2.40	2500	81	9'11"	26½	Ver.	6–12	T.D.M.	LeRoi	15.63	4	3⅛x4½	Ver.	4	"L"H	1200	LeRoi.	Cent.	Dixie	No	King-⅞....	Gra..	1-G8½.....	No	Ben..
Allis-Chalmers.....15-25	1285	3	2.50	4700	78	12'0"	13	Uni.	15–25	F.A.K..	Own..	27.23	4	4½x5¼	Ver.	2	IH....	1100	Own..	Cent.	Dixie	Yes	King-1¼..	Gra..	1-G20.....	No	Taco.
Allis-Chalmers.....20-35	1685	4	2.50	6150	94	12'0"	11½	Uni.	20–35	F.A.K..	Own..	36.10	4	4¾x6½	Ver.	4	IH....	930	Own..	Cent.	Dixie	Yes	Scheb-1½.	Gra..	3-G40.....	No	Taco.
Allwork.....CA	1295	3	2.75	5200	80	24'0"	14	Ver.	16–30	F.A.K..	Own..	40.00	4	5 x6	Ver.	1	"L"H	900	Own..	Cent.	Bosch	Yes	King-1½..	Gra..	2-5G–25K..	No	Ben..
Allwork.....G	1495	3	2.75	4800	75	19'0"	13	Uni.	14–28	F.A.K..	Own..	36.10	4	4¾x6	Ver.	1	"L"H	900	Own..	Cent.	Bosch	Yes	King-1½..	Gra..	2-5G–25K..	No	Ben..
Allwork.....D	1695	4–5	2.75	6500	80	26'0"	14	Ver.	20–35	F.A.K..	Own..	44.16	4	5¼x6	Ver.	1	"L"H	900	Own..	Cent.	Bosch	Yes	King-1½..	Gra..	2-5G–25K..	No	Ben..
Allwork.....DA	2200	5	2.75	8400	87	28'0"	14	Ver.	22–40	F.A.K..	Own..	48.40	4	5½x7	Ver.	1	"L"H	900	Own..	Cent.	Bosch	Yes	King-1¾..	Gra..	2-5G–25K..	No	Ben..
Allwork.....E	3750	6	2.75	9300	76	10'2"	13	Uni.	25–35	F.A.K..	Own..	44.10	4	5¼x6	Ver.	1	"L"H	900	Own..	Cent.	Bosch	Yes	Zen-1½..	Gra..	1-25G.....	No	Ben..
Bailor.....A	600	....	2.9 1.7	2500	86¾	8'11"	28	Uni.	.....	S.A....	LeRoi	16.00	4	3⅛x4¼	Ver.	4	"L"H	....	LeRoi.	Cent.	Dixie	No	King-⅞....	Gra..	1-10G.....	No	W-B..
Bailor.....W	500	....	3.3 2.0	1900	.....	7'9"	28	Uni.	12	S.A....	LeRoi	16.00	4	3⅛x4½	Ver.	4	"L"H	....	LeRoi.	Cent.	Dixie	No	King-⅞....	Gra..	1-10G.....	No	W-B..
Barron.....100	....	12–16	....	19000	168	23'0"	10	Hor.	–100	F.A.K..	Own..	79.35	6	5¾x7	Ver.	2	"L"H	1200	Spec..	Cent.	Spec..	No	Spec.....	Vac..	1-65G.....	No	None
***Bates (Steele Mule)....H**	....	3	2½3½	3600	82½	20'0"	12	Hor.	15–25	F.A.K..	Midw.	27.23	4	4½x5¼	Ver.	2	IH....	1100	Simp..	Cent.	Bosch	Yes	Ben–1¼..	Gra..	2-8G–10K..	No	Pom..
***Bates (Steele Mule)....F**	....	3	2½3½	4850	80	16'0"	12	Hor.	18–25	F.A.K..	Beav..	28.90	4	4¼x6	Ver.	2	IH....	1100	Simp..	Cent.	Bosch	Yes	Ben–1¼..	Gra..	2-8G–10K..	No	Pom..
***Bates (Steele Mule)....G**	....	4	2½3½	6500	80½	13'6"	12	Hor.	25–35	F.A.K..	Wauk	32.40	4	4½x6	Ver.	2	IH....	1000	Simp..	Cent.	Bosch	Yes	King-1½..	Gra..	1-26G.....	No	Pom..
***Bates (Steele Mule)....40**	....	0	Var	9500	84	14'0"	14	Hor.	30–40	T.D.M.	Wauk	40.00	4	5 x6¼	Ver.	2	IH....	1000	Simp..	Cent.	Bosch	Yes	King-1½..	Gra..	1-30G.....	No	Pom..
***Bates (Steele Mule)....25**	....	0	Var	6500	80	12'0"	14	Hor.	20–30	T.D.M.	Beav..	32.40	4	4½x6	Hor.	2	IH....	1000	Simp..	Cent.	Bosch	Yes	King-1¼..	Gra..	1-14G.....	No	Pom..
Beeman.....K	265	7	¾–3	550	17¼	5'0"	9	V-H	2–4	.....	Own..	4. 8	1	3½x4½	Ver.	1	"L"H	1000	None..	Cent.	Own..	No	King-¾....	Gra..	1-1¼G.....	No	None
***Bryan.....Steam**	2385	3	2.50	5500	88	14'0"	15	Hor.	15–30	F.A.K..	Own..	20.00	2	4 x5	Hor.	2	Sli....	300	Pick..	Cent.	None	No	None.....	Pres.	1-30K.....	No	None
Case.....12-20	950	3	3.0	4230	65	24'0"	11½	Hor.	12–20	F.A.K..	Own..	27.23	4	4¼x5	Ver.	4	IH....	1050	Own..	Cent.	Mag..	Yes	King-1¼..	Gra..	2-2¼G–17½	Yes	Yes...
Case.....18-32	1350	3–4	3.3	6350	76½	27'3"	14	Hor.	18–32	F.A.K..	Own..	32.40	4	4½x6	Ver.	4	IH....	1000	Own..	Cent.	Mag..	Yes	King-1⅜..	Gra..	2-2¾G–20K	Yes	Yes...
Case.....25-45	2750	4–5	3.2	9550	96	40'6"	15	Hor.	25–45	F.A.K..	Own..	48.40	4	5½x6¾	Ver.	2	IH....	850	Own..	Cent.	Mag..	Yes	King-2....	Gra..	2-3¾G–26½	Yes	Yes...
Caterpillar.....2Ton	1950	3	3.00	5100	.....	11'0"	11	Hor.	15–	T.D.M	Own..	25.60	4	4 x5½	Ver.	4	IH....	1000	Own..	Cent.	Eise..	Yes	King-1¼..	Gra..	1-19G.....	No	Strom
Caterpillar.....30	3400	4	2.62	9100	.....	12'0"	11½	Hor.	25–30	T.D.M.	Own..	36.10	4	4¾x6½	Ver.	1	IH....	850	Own..	Cent.	Bosch	Yes	Strom–1½.	Gra..	2-2½G–30½	No	Pom..
Caterpillar.....5Ton	3650	4	3.00	11200	.....	14'0"	12½	N-A	25–	T.D.M.	Own..	36.10	4	4¾x6	Ver.	2	IH....	1000	Own..	Cent.	Eise..	Yes	Scheb-1½.	Gra..	1-35G.....	No	Strom
Caterpillar.....60	5500	8	2.63	19100	.....	18'0"	14	Hor.	50–60	T.D.M.	Own..	67.60	4	6½x8½	Ver.	1	IH....	650	Own..	Cent.	Bosch	Yes	Strom–1¾.	Vac..	2-3G–70K..	No	Pom..
Caterpillar.....10Ton	5950	7	3.00	20500	.....	18'0"	15	N-A	40–	T.D.M.	Own..	67.60	4	6½x7	Ver.	1	IH....	750	Own..	Cent.	Eise..	Yes	King-2....	Gra..	1-46–G.....	No	Strom
Cletrac.....K	1895	3	2.25	3900	.....	....	....	Hor.	.....	T.D.M.	Own..	25.60	4	4 x5½	Ver.	4	IH....	....	Own..	Cent.	Split..	Yes	....	....	2-3¼G–11K..	No	Own..
Cletrac.....W	1145	2	3.00	3455	.....	12'0"	12	Hor.	12–20	T.D.M.	Own..	25.60	4	4 x5½	Ver.	4	IH....	1265	Own..	Cent.	Eise..	Yes	King-1⅛..	Gra..	2-3¼G–11K..	No	Own..
Eagle.....H	....	3	2.00	5850	81	13'	17	Hor.	13–25	F.A.K.	Own..	39.20	2	7 x8	Hor.	2	IH....	450	Pick..	Cent.	Dixie	Yes	Scheb-1½.	Gra..	2-4G–12K..	Yes	Own..
Eagle.....H	....	4	2.09	7100	88	15'	17	Hor.	16–30	F.A.K.	Own..	51.20	2	8 x8	Hor.	2	IH....	450	Pick..	Cent.	Dixie	Yes	Scheb-1¾.	Gra..	2-5G–18K..	Yes	Own..
Eagle.....H	....	4–5	2.00	7400	91	16'	17	Hor.	20–40	F.A.K.	Own..	51.20	2	8 x10	Hor.	2	IH....	450	Pick..	Cent.	Dixie	Yes	Scheb-1¾.	Gra..	2-5G–18K..	Yes	Own..
Eagle.....H20-40Spec	....	4–5	2.00	8150	96	17'	17	Hor.	.....	F.A.K.	Own..	51.20	2	8 x10	Hor.	2	IH....	450	Pick..	Cent.	Dixie	Yes	Scheb-1¾.	Gra..	2-5G–18K..	Yes	Own..
E-B.....K	....	3	3.00	5000	87½	12'6"	12	Uni.	12–25	F.A.K.	Own..	36.10	4	4¾x5	Ver.	2	"L"H	1000	Own..	Cent.	Mag..	Yes	Strom–1½.	Gra..	2-4G–20K..	Yes	Don..
***Fageol.....10-15**	1320	2	2.50	3800	177	....	....	Hor.	10–15	F.A.K.	Lyco.	22.00	4	3¾x5	Ver.	4	"L"H	1250	Own..	Cent.	Dixie	Yes	Zen–1....	Gra..	1-17G.....	No	Own..
Fitch.....Four Drive	2150	4	3.00	6000	87	12'6"	14	Hor.	20–35	F.A.K.	Clim..	40.00	4	5 x6½	Ver.	2	"L"H	800	Clim..	Cent.	Eise..	Yes	King-1½..	Gra..	1-2½G–28K	Yes	Ben..
Fordson.....	495	2	2.75 2.25	2562	63	21'0"	11⅜	Hor.	–18	F.A.K.	Own..	25.60	4	4 x5	Ver.	4	"L"H	1000	None..	Cent.	Own..	No	Holley–1¼	Gra..	2-1¼G–20K	Yes	Own..
Frick.....15-30	....	3	2.13	6730	92	12'6"	16	Hor.	15–30	F.A.K.	Beav..	36.20	4	4¾x6	Ver.	4	IH....	900	Pick..	Cent.	Dixie	Yes	Zen–1½...	Gra..	2-3G–20K..	No	Unit..
Gray.....22-40	....	4	3.00	6900	140	34'6"	18	N-A	22–40	F.A.K.	Wauk	40.00	4	5 x6¼	Ver.	2	"L"H	1000	Wauk.	Cent.	RBos	Yes	Ben–1½...	Gra..	1-35G.....	No	Ben..
Hart-Parr.....12-24	....	2	3.25	4250	76	22'0"	11⅜	Hor.	12–24	F.A.K.	Own..	24.20	2	5½x6½	Hor.	2	IH....	800	Own..	Cent.	RBos	Yes	Scheb-1½.	Gra..	2-1G–14K..	Yes	Don..
Hart-Parr.....16-30	....	3	3.00	5250	83	24'0"	11⅜	Hor.	16–30	F.A.K.	Own..	33.80	2	6½x7	Hor.	2	IH....	750	Own..	Cent.	RBos	Yes	Scheb-1½.	Gra..	2-1G–23K..	Yes	Don..
Hart-Parr.....22-40	....	4	3.11	7500	91	24'0"	11⅜	Hor.	22–40	F.A.K.	Own..	48.50	4	5½x6½	Ver.	2	IH....	800	Own..	Cent.	RBos	Yes	Scheb-1½.	Gra..	2-1G–29K..	Yes	Unit..
Huber.....(Light Four)	....	3	2.50	5000	91	12'0"	16	Uni.	12–25	F.A.K.	Wauk	32.40	4	4½x5¾	Ver.	2	"L"H	1000	Wauk.	Cent.	King..	Yes	King-1¼..	Gra..	2-2½G–22K	Yes	Ben..
Huber.....Super 4	....	4	3.75	7500	120	12'	16	Uni.	18	F.A.K.	Midw.	36.10	4	4¾x6½	Ver.	4	IH....	100	Taco..	Cent.	Eise..	Yes	King-1¾..	Gra..	1-30G.....	No	Pom..
Huber.....10T	....	0	3.00	21000	136	13'9"	10	Uni.	10TS	A.....	Midw.	32.40	4	4½x6	Ver.	21	IH....	1000	Taco..	Cent.	Eise..	Yes	King-1¼..	Gra..	1-44G.....	No.	Pom..
Imperial.....E	4500	1	2.25	21000	137	50'0"	18	Hor.	70	S.A....	Own..	90.00	4	7½x9	Hor.	1	"L"H	....	Pick..	Cent.	K-W..	Yes	King-2....	Gra..	1-70G.....	No	Ben..
John Deere.....D	....	3	3.30	3940	65	12'	10½	Uni.	15–27	F.A.K.	Own..	33.80	2	6½x7	Hor.	2	IH....	800	Own..	Cent.	Split..	Yes	Scheb-1½.	Gra..	2-2½G.....	Yes	Don..
J. T.....22	3500	3	1¾–5	9400	74	10'	15	Hor.	40–	T.D.M.	Clim..	40.00	4	5 x6½	Ver.	2	"L"H	900	Clim..	Cent.	K-W	Yes	Zenith–1½	Gra..	2-2G.....	No	Ben..
Lauson.....S	....	3	3.00	4200	78	13'0"	....	Hor.	12–25	F.A.K.	Wis...	27.23	4	4½x5	Ver.	2	IH....	1200	Taco..	Cent.	Dixie	Yes	King-1¾..	Gra..	1-20G.....	No	Taco.
Lauson.....	....	3–4	3.00	6700	91	14'	9	Hor.	20–35	F.A.K.	Beav..	36.10	4	4¾x6	Ver.	4	IH....	600	Taco..	Cent.	Split..	Yes	King-1½..	Gra..	1-30G.....	No	Taco.
Lauson.....TB	....	3–4	3.50	8300	91	14'	9	Hor.	20–40	F.A.K.	Beav..	36.10	4	4¾x6	Ver.	2	IH....	600	Taco..	Cent.	Split..	No	King-1½..	Gra..	1-30G.....	No	Taco.
Little Giant.....B	1000	4	2.50	5200	87	30'0"	12½	Hor.	12–22	F.A.K.	Own..	32.40	4	4½x5	Ver.	1	"L"H	900	Own..	Cent.	King.	Yes	King-1½..	Gra..	2-5G–25K..	No	Own..
McCormick-Deering 10-20	....	2	3.00	3700	78	15'0"	12	Uni.	10–20	F.A.K.	Own..	28.90	4	4¼x5	Ver.	1	IH....	1000	Own..	Cent.	Split..	Yes	Ensign–..	Gra..	2-3¼G–14½	No	Own..
McCormick-Deering 15-30	....	3	3.00	5750	85	15'0"	11	Uni.	15–30	F.A.K.	Own..	32.40	4	4½x6	Ver.	1	IH....	1000	Own..	Cent.	Split..	Yes	Ensign–..	Gra..	2-1G–18½K	Yes	Own..
Mead-Morrisson.....55B	....	4	3.00	8700	64	6'0"	....	Hor.	43	T.D.M.	Stea..	36.10	4	4¾x6½	Ver.	4	IH....	925	Pier..	Cent.	Bosch	Yes	Scheb-1¾.	Gra..	1-40G.....	No	Pom..
Minneapolis.....12-25	....	3	2.21	6600	100	17'1"	....	Hor.	12–25	F.A.K.	Own..	32.40	4	4½x7	Ver.	4	IH....	750	Own..	Cent.	K-W..	....	King-1½..	Gra..	2-3G–18.3K	Yes	Ben..
Minneapolis.....17-30	....	3–4	2.75	6400	79⅞	13'6"	14	Uni.	17–30	F.A.K.	Own..	36.10	4	4¾x7	Ver.	4	IH....	775	Own..	Cent.	Bosch	....	King-1¾..	Gra..	2-6G–18K..	Yes	Simp..
Minneapolis.....22-44	....	4–5	2.70	12410	109½	15'3"	17	Hor.	22–44	S.A....	Own..	37.60	4	6 x7	Hor.	2	IH....	700	Own..	Cent.	K-W..	....	King-2....	Gra..	2-9G–30K..	Yes	None
Minneapolis.....35-70	....	8–10	2.10	22500	136	20'6"	16	N-A	35–70	S.A....	Own..	87.52	4	7¼x9	Hor.	2	IH....	550	Own..	Cent.	K-W..	....	King-2½..	Gra..	2-20G–80K..	Yes	None
***Monarch.....C**	3800	4	2.40	8700	....	14'0"	16	Hor.	20–30	T.D.M.	Beav..	36.10	4	4¾x6	Ver.	2	IH....	1200	Pharo.	Hyd.	K-W..	Yes	Strom–1¾.	Gra..	1-30G.....	No	Own..
***Monarch.....E**	5000	0	....	12000	....	14'0"	16	Hor.	25–40	T.D.M.	Beav..	36.10	4	4¾x6	Ver.	2	IH....	1200	Pharo.	Hyd.	Bosch	Yes	Strom–1¾.	Vac..	1-45G.....	No	Own..
***Monarch.....D**	6250	0	....	16000	....	16'0"	12	Hor.	35–60	T.D.M.	Beav..	54.15	6	4¾x6	Ver.	2	IH....	1200	Pharo.	Hyd.	Bosch	Yes	Strom–1¾.	Vac..	1-45G.....	No	Own..
Nichols-Shepard.....25-50	3320	6–8	2.50	17100	111	....	....	Hor.	25–50	S.A....	Own..	39.20	2	9 x12	Hor.	1	IH....	375	Pick..	Cent.	Dixie	Yes	King-2½..	Gra..	2-4½G–35K	Yes	None
Nilson-Jr.....E	795	3	2.50	5500	89	16'0"	16	Ver.	16–25	F.A.K.	Wauk.	28.90	4	4¼x5¾	Ver.	2	"L"H	850	Wauk.	Cent.	King.	No	King-1¼..	Gra..	2-5G–10K..	No	Wil...
Pioneer.....G	....	4	2.50	6500	89	24'0"	14	Hor.	18–36	F.A.K.	Own..	48.49	4	5½x6	Hor.	2	"L"H	750	Pierce.	Cent.	K-W.	Yes	King-1½..	Gra..	2-25G–3GK	Yes	Ben..
Pioneer.....C	....	10	2.25	24000	156	24'0"	24	N-A	40–75	F.A.K.	Own..	78.40	4	7 x8	Hor.	2	"L"H	625	Own..	Cent.	K-W.	Yes	King-2....	Gra..	2-70G–30K..	Opt	Ben..
Rock Isl. Heider.....D	....	2	2.50	4000	90	25'0"	12	Uni.	9–16	F.A.K.	Wauk	28.90	4	4¼x5¾	Ver.	2	"L"H	1000	Wauk.	Cent.	Dixie	Yes	King-1....	Gra..	2-7G–14K..	Yes	Ben..
Rock Isl. Heider.....C	....	3	2.50	6000	96	25'0"	12	Uni.	12–20	F.A.K.	Wauk	32.40	4	4½x6¾	Ver.	2	"L"H	900	Wauk.	Cent.	Dixie	Yes	King-1¼..	Gra..	2-7G–14K..	Yes	Ben..
Rock Isl. Heider.....M-2	....	1	2.50	2800	80	4'8"	28	Hor.	5–10	F.A.K.	LeRoi	15.63	4	3⅛x4½	Ver.	4	"L"H	1000	LeRoi.	Cent.	Dixie	Yes	King-⅞....	Gra..	1-9G.....	No	Ben..
Rock Isl. Heider.....15-27	....	3	2.50	6000	96	25'0"	12	Uni.	15–27	F.A.K.	Wauk	36.10	4	4¾x6¾	Ver.	2	"L"H	900	Wauk.	Cent.	Dixie	Yes	King-1½..	Gra..	2-7G–14K..	Yes	Unit..
***Russel.....15-30**	....	3–4	2.40	6000	96	29'6"	13	Hor.	15–30	F.A.K.	Clim..	40.00	4	5 x6½	Ver.	2	"L"H	950	Clim..	Cent	Bosch	Yes	King-1½..	Gra..	2-3½G–21½	Yes	Ben..
***Russel.....20-40**	....	4–5	2.40	7900	109	33'6"	13½	Hor.	20–40	F.A.K.	Clim..	48.40	4	5½x7	Ver.	2	"L"H	900	Clim..	Cent.	Bosch	Yes	King-1½..	Gra..	2-5G–30K..	Yes	Ben..
***Russel.....30-60**	....	8–10	2.00	22550	149	38'0"	15	Hor.	30–60	S.A....	Own..	102.40	4	8 x10	Ver.	1	"L"H	525	Pick..	Cent.	Bosch	Yes	King-2....	Gra..	2-22G–88K..	Yes	Ben..
Tioga.....T-3	1575	3–4	3.50	4975	80	12'6"	14	Hor.	41–	F.A.K.	Wis...	41.00	4	4½x6	Hor.	4	"L"H	850	Pharo.	Cent.	Split..	Yes	Strom–1¼	Gra..	1-35G.....	No	None

ABBREVIATIONS:
GENERAL:
*****—1925 Specifications
‡—Industrial Tractor.
FAK—Front Axle Knuckle.
Hor—Horizontal.
N-A—Non-Adjustable.
Opt—Optional
SA—Swinging Axle.
TDM—Thru Driving Members.
Uni—Universal.
Ver—Vertical.
ENGINE:
A-K—Atwater-Kent.
Beav—Beaver.
Ben—Bennett.
Brem—Bremmer.
BrL—Brown Lipe.
Cent—Centrifugal.
Chi—Chicago Mfg. Co.
Cir-Spl—Circulating Splash.
Clim—Climax.
Colum—Columbia.
Don—Donaldson.
Dupl—Duplex.
Ecc—Eccentric.
Eise—Eisemann.
Elec—Electrical.
F.C.—Flywheel Clutch
Full—Fuller.
G—Gasoline
Gra—Gravity.
Her—Hercules.
Hol-Crk—Hollow Crank Shaft with Pressure to all Crankshaft, Bearings.
Hor—Horizontal.
Hyd—Hydraulic.
IH—In Head.
K—Kerosene.
King—Kingston.
"L" H—"L" Head.
Lyco—Lycoming.
McC—McCord.
MFMO—Multi-Feed Mechanical Oiler.
Midw—Midwest.
Mod—Modine.
O—Oil.
Opp—Opposed.
Parag—Paragon
Perf—Perfex.
Pick—Pickering.
Pier—Pierce.
Pist—Piston.
Pom—Pomona.
Pres—Pressure.
Rac—Racine.
Rains—Rainstrom.
RBos—Robert Bosch.
Scheb—Schebler.

Tractor Specifications

ENGINE						CLUTCH		BELT PULLEY				TRANSMISSION																	
Oiling System		Cooling System																											
Type of System	Type of Pump	Make of Radiator	Circulation By	Capacity of System (Gals.)	Fluid	Make	Type	Diameter (Ins.)	Face (Ins.)	Normal R.P.M.	Clutch Type	Make	Type	No. of Forward Speeds	Final Drive	Diameter and Face Traction Members (Ins.)	Drive from Gearset to Traction Members	Drive Taken Through	Drive Wheel Axle Type	Does Differential Lock?	Type: Drive Shaft Axle Bearings	Individual Brakes for Steering?	Individual Clutches for Steering?	Number of Non-Drive Wheels	Frame Type	MAKE AND MODEL
M.F.M.O.	Pist.	Own.	Pump	10	O.	Own.	S.P.	16	7½	755	Spec.	Own.	S.G.	3	Wheel.	48–12	S.G.	Hub.	Live.	Yes.	Ball.	No	No	2	P.S.	Adv-Rumely Oil Pull L
M.F.M.O.	Pist.	Own.	Pump	13	O.	Own.	S.P.	18¾	8½	635	Spec.	Own.	S.G.	3	Wheel.	62–16	S.G.	Hub.	Live.	Yes.	Ball.	No	No	2	P.S.	Adv-Rumely Oil Pull M
M.F.M.O.	Pist.	Own.	Pump	23	O.	Own.	S.P.	21¾	10	540	Spec.	Own.	S.G.	3	Wheel.	57½–18	S.G.	Hub.	Live.	Yes.	Ball.	No	No	2	P.S.	Adv-Rumely Oil Pull R
M.F.M.O.	Pist.	Own.	Pump	38	O.	Own.	S.P.	25	10	470	Spec.	Own.	S.G.	3	Wheel.	64–24	S.G.	Hub.	Rev.	Yes.	Ball.	No	No	2	P.S.	Adv-Rumely Oil Pull S
Cir.Spl.	Pist.	Own.	Th-S.	3½	W.	B&B.	S.P.	10	5½	1200	None.	Own.	S.G.	1	Wheel.	48–6	S.&I.G.	Rim	Dead.	No.	Plain.	No	No	2	One P.	Allis-Chalmers 6-12
Hol.Crk.	Gear.	Own.	Pump	6	W.	Own.	E.S.	12½	6½	817	None.	Own.	S.G.	2	Wheel.	46–12	I.G.	Rim	Rev.	No.	Roller	No	No	2	One P.	Allis-Chalmers 15-25
Hol.Crk.	Gear.	Own.	Pump	10	W.	Own.	E.S.	13	7½	930	None.	Own.	S.G.	2	Wheel.	50–12	I.G.	Rim	Rev.	No.	Roller	No	No	2	One P.	Allis-Chalmers 20-35
Cir.Spl.	Pist.	Perf.	Pump	12	W	Own.	M.D.D.	13¾	7½	900	M.D.D.	Own.	S.G.	3	Wheel.	48–12	S.G.	Rim	Rev.	No.	Roller	No	No	2	Roll.	Allwork CA
Cir.Spl.	Pist.	Perf.	Pump	10	W	Own.	M.D.D.	11	7	900	M.D.D.	Own.	S.G.	3	Wheel.	48–12	S.W.G.	Rim	Rev.	No.	Roller	No	No	2	Roll.	Allwork G
Hol.Crk.	Gear.	Perf.	Pump	12	W	Own.	M.D.D.	13¾	7½	900	M.D.D.	Own.	S.G.	3	Wheel.	48–14	S.G.	Rim	Rev.	No.	Roller	Yes	No	2	Roll.	Allwork D
Hol.Crk.	Gear.	Perf.	Pump	15	W	Own.	M.D.D.	14¾	9½	900	M.D.D.	Own.	S.G.	3	Wheel.	48–14	S.G.	Rim	Rev.	No.	Roller	No	No	2	Roll.	Allwork DA
Hol.Crk.	Gear.	Perf.	Pump	12	W	Own.	M.D.O.	13¾	8	900		Own.	S.G.	3	Track	–12	SpG.		Rev.		Roller		Yes	0	Cast.	Allwork E
Cir.Spl.	Ecc.	Perf.		4	W	B&B.	M.D.D.					Own.	S.G.	2	Wheel.	44–6	Chain.	Spokes.	Dead	No.	Plain.		Yes	2	Roll.	Bailor A
Cir.Spl.	Ecc.	Perf.		4	W	B&B.	M.D.D.	8	6			Own.	S.G.	2	Wheel.	40–4	Chain	Spokes.	Dead	No.	Plain.		Yes	2	Roll.	Bailor W
Hol.Crk.	Gear.	Spec.	Pump	10	W	Own.	M.D.D.	0	0	0	None.	Spec.	J.C.	3	Track	–12	Worm.	Axle	Dead	No.	Roller	No	No	2	Roll.	Barron 100
Hol.Crk.	Gear.	Perf.	Pump	6	W.	T.D.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Wheel.	48–10	S.G.	Axle	Dead	No.	Roller	Yes	No	2	Roll.	*Bates (Steele Mule) H
Hol.Crk.	Gear.	Perf.	Pump	6	W.	B&B.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Track	56–10	S.G.	Axle	Dead	Yes.	Roller	Yes	No	2	Roll.	*Bates (Steele Mule) F
Hol.Crk.	Gear.	Perf.	Pump	10	W.	T.D.	S.P.	12	8½	850	S.P.	Own.	S.G.	2	Track	56–10	S.G.	Axle	Dead	Yes.	Roller	Yes	No	2	Roll.	*Bates (Steele Mule) G
Hol.Crk.	Gear.	Perf.	Pump	10	W.	B&B.	S.P.	12	8½	850	S.P.	Own.	S.G.	3	Track	84–12	S.G.	Axle	Dead		Roller	Yes	Yes	2	Roll.	*Bates (Steele Mule) 40
Cir.Spl.	Gear.	S-J.	Pump	1	W.	Own.	Cone.	4	4½	650	Cone.	Own.	S.G.	2	Track	64–10	S.G.	Axle	Dead		Roller	Yes	Yes	2	Roll.	*Bates (Steele Mule) 25
M.F.M.O.	Pist.	G&O.	Th-S.	60	W.	None	None.	24	7½	300	None.	Own.	S.G.	1	Wheel.	25–3¼	S.G.	Axle	Live.	Yes.	Plain.	No	No	0	Roll.	*Bates (Steele Mule) 25
Hol.Crk.	Gear.	Own.	Pump	10	W.	T.D.	S.P.	14¼	6⅜	1050	S.P.	Own.	S.G.	V.	Wheel.	52–12	S.G.	Axle	Live.	Yes.	Roller	No	No	2	Cast.	Beeman K
Hol.Crk.	Pist.	Own.	Pump	11	W.	T.D.	S.P.	16	7½	1000	S.P.	Own.	S.G.	2	Wheel.	42–12	S.G.	Axle	Live.	Yes.	Roller	No	No	2	Roll.	*Bryan Steam
Hol.Crk.	Pist.	Own.	Pump	15½	W.	Own.	E.S.	16½	8½	850	E.S.	Own.	S.G.	2	Wheel.	52–14	S.G.	Spokes.	Live.	Yes.	Roller	No	No	2	One P.	Case 12-20
Hol.Crk.	Gear.	Own.	Pump	6	W.	Own.	M.D.D.	11⅝	6½	1000	S.G.	Own.	S.G.	2	Wheel.	56–16	S.G.	Spokes.	Live.	Yes.	Roller	No	No	2	One P.	Case 18-32
Hol.Crk.	Gear.	Own.	Pump	11	W.	Own.	S.P.	12	8	850	None.	Own.	S.G.	3	Track	10–	S.G.	Axle	Dead		Roller	No	No	2	Roll.	Case 25-45
Hol.Crk.	Gear.	Own.	Pump	7½	W.	Own.	M.D.D.	13½	8½	1000	None.	Own.	S.G.	3	Track	–13	S.G.-BG.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 2Ton
Hol.Crk.	Gear.	Own.	Pump	16	W.	Own.	S.P.	16	10	650	None.	Own.	S.G.	3	Track	–12	S.G.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 30
Hol.Crk.	Gear.	Own.	Pump	13½	W.	Own.	M.D.D.	14	10½	850	J.C.	Own.	S.G.	3	Track	–20	S.G.-BG.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 5Ton
Hol.Crk.	Gear.	McC.		8	W	B&B.	S.P.	12	6			Own.	S.G.	3	Track	–15	S.G.	Axle	Dead	None	Roller	Yes	Yes	0	Roll.	Caterpillar 60
M.F.M.O.	Ecc.	McC.	Pump	8	W	B&B.	S.P.	8	6	1265	None.	Own.	S.G.	2	Track		I.G.	Axle						0	One P.	Caterpillar 10Ton
M.F.M.O.	Ecc.	Perf.	Pump	12	W	Own.	E.S.	20	8½	450	E.S.	Own.	S.G.	1	Track	48–8	I.G.	Axle	Dead	Yes.	Roller	Yes	No	2	Roll.	Cletrac K
M.F.M.O.	Ecc.	Perf.	Pump	15	W	Own.	E.S.	24	10	450	E.S.	Own.	S.G.	2	Wheel.	48–12	S.G.	Rim	Rev.	No.	Roller	Yes	No	0	Roll.	Cletrac W
M.F.M.O.	Ecc.	Perf.	Pump	15	W	Own.	E.S.	24	10	450	E.S.	Own.	S.G.	2	Wheel.	52–12	S.G.	Rim	Rev.	No.	Roller	No	No	2	Roll.	Eagle H
M.F.M.O.	Ecc.	Perf.	Pump	16	W	Own.	S.G.	24	10	450	E.S.	Own.	S.G.	2	Wheel.	52–12	S.G.	Rim	Rev.	No.	Roller	No	No	2	Roll.	Eagle H
Cir.Spl.	Pist.	Mod.	Pump	7½	W	Own.	Cone.	12	6⅜	1000	Cone.	Own.	S.G.	2	Wheel.	52–18	S.G.	Rim	Rev.	No.	Roller	No	No	2	Roll.	Eagle H
Hol.Crk.	Gear.	Own.	Pump	5	W	Own.	E.S.	24	10	450	E.S.	Own.	S.G.	2	Wheel.	52–12	S.G.	Rim	Live.	No.	Plain.	No	No	2	Roll.	Eagle H
Hol.Crk.	Ecc.	Perf.	Pump	10	W	B&B.	M.D.D.	6½	1500	E.S.	Own.	J.C.	1	Wheel.	48–8⅛	S.G.	Axle	Live.	Yes.	Roller	Yes	No	2	Roll.	Eagle H20-40Spec
Cir.Spl.	Own.	Own.	Th-S.	12	W.	Own.	M.D.D.	9½	6½	1000	M.D.O.	Own.	J.C.	3	Wheel.	42–12	B&WG	Axle	Live.	No.	Roller	No	No	2	Roll.	E-B K
														3	Wheel.	42–12	Worm.	Axle	Live.	No.	Roller	No	No	0	P.S.	*Fageol 10-15
Hol.Crk.	Gear.	Perf.	Pump	9¾	W.	Own.	E.S.	13	7	900	E.S.	Nutt.	S.G.	2	Wheel.	60–12	S G.	Rim	Rev.	No.	Plain.	No	No	2	Roll.	Fitch Four Drive
Cir.Spl.	Gear.	S&J.	Pump	10	W.	Own.	Cone.	11⅜	8⅛	1000	Cone.	Own.	S.G.	2	Drum	54–54	Chain.	Rim	Rev.	No.	Plain.	No	No	2	Roll.	Fordson
M.F.M.O.	Pist.	Own.	Pump	7¾	W.	Own.	S.P.	13	8	800	S.P.	Own.	S.G.	2	Wheel.	46–10	S.G.	Hub.	Rev.	No.	Plain.	No	No	2	Roll.	Frick 15-30
M.F.M.O.	Pist.	Own.	Pump	11	W.	Own.	S.P.	14	9	750	S.P.	Own.	S.G.	2	Wheel.	52–10	S.G.	Hub.	Rev.	No.	Plain.	No	No	2	Roll.	Gray 22-40
M.F.M.O.	Pist.	Own.	Pump	12½	W.	Own.	S.P.	14	9	800	S.P.	Own.	S.G.	2	Wheel.	52–10	S.G.	Hub.	Rev.	No.	Plain.	No	No	2	Roll.	Hart-Parr 12-24
Cir.Spl.	Gear.	Perf.	Pump	8	W.	Own.	E.S.	13	7	1000	E.S.	Own.	S.G.	2	Wheel.	52–13	I.G.	Rim	Rev.	No.	Plain.	No	No	2	Roll.	Hart-Parr 16-30
Hol.Crk.	Gear.	Perf.	Pump	15	W.	T.D.	S.P.	16	10	0	None.	Own.	S.G.	2	Wheel.	60–10	S.G.	Rim	Rev.	No.	Plain.	No	No	2	Roll.	Hart-Parr 22-40
Hol.Crk.	Gear.	Perf.	Pump	12	W.	T.D.	S.P.	16	10	0	None.	Own.	S.G.	2	Wheel.	58–16	S.G.	Axle	Live.	No.	Plain.	No	No	2	Roll.	Huber (Light Four)
M.F.M.O.		Own.		40	W	Own.	E.S.	30	12		E.S.	Own.	J.C.	2	Wheel.	69–20	S.G.	Rim	Rev.	Yes.	Plain.	No.	No	2	Cast.	Huber Super 4
Hol.Crk.	Gear.	Own.	Th-S.	14	W.	Own.	S.P.	15	7½	800	S.P.	Own.	S.G.	2	Wheel.	96–24	Sp.G.	Spokes.		Yes.	Plain.	No.	No	1	Roll.	Huber 10T
Hol.Crk.	Vane.	McC.	Pump	6½	W.	Own.	S.P.	15		900	M.D.O.	Cov.	S.G.	2	Wheel.	46–12	Chain.	Axle	Live.	No.	Roller	No	No	2	Cast.	Imperial E
Hol.Crk.	Gear.	Perf.	Pump	8	W.	T.D.	S.P.	15		680	S.P.	Own.	S.G.	3	Track	34–0	I.G.	Axle	Dead	No.	Roller	No	No	2	One P.	John Deere D
Hol.Crk.	Gear.	Rac.		7½	W.	T.D.	M.D.D.	17½	8	600		Own.	S.G.	2	Wheel.	48–12	S.G.	Spokes.	Rev.	No.	Roller	Yes	No	2	Roll.	J. T. 22
Cir.Spl.	Gear.	Rac.		8	W.	T.D.	M.D.D.	17½	8	600		Own.	S.G.	2	Wheel.	54–12	S.G.	Spokes.	Rev.	No.	Roller	Yes	No	2	Roll.	Lauson S
Cir.Spl.	Gear.	S-J.	Pump	8	W.	Own.	Cone.	10	7	600		Own.	S.G.	2	Wheel.	54–16	S.G.	Spokes.	Rev.	No.	Roller		No	2	Roll.	Lauson
Cir.Spl.	Gear.	Own.	Th-S.	9	W.	Own.	M.D.D.	15½	7	900	E.S.	Own.	S.G.	3	Wheel.	54–14	S.&I.G.	Spokes.	Rev.	No.	Roller		No	2	Roll.	Lauson TB
Hol.Crk.	Gear.	Own.	Th-S.	11	W.	Own.	M.D.D.	15½	7	645	M.D.D.	Own.	S.G.	3	Wheel.	42–12	S.G.-BG.	Rim	Dead	No.	Roller	No	No	2	Roll.	Little Giant B
M.F.M.O.	Gear.	Mod.		14	W	M&E.	M.D.D.	16¾	8	595	M.D.D.	Own.	S.G.	3	Wheel.	50–12	S.G.	Axle	Live.	No.	Roller	No	No	2	One P.	McCormick-Deering 10-20
M.F.M.O.	Gear.	Mod.	Pump	8⅜	W.	Own.	E.S.	12	9	Var		Own.	S.G.	3	Track		S.&I.G.	Axle	Live.	No.	Roller	No	No	2	One P.	McCormick-Deering 15-30
M.F.M.O.	Gear.	Mod.	Pump	8½	W.	Own.	E.S.	15	6½	750	E.S.	Own.	S.G.	2	Wheel.	56–12	Spur.	Rim	Dead		Ball.		Yes		Roll.	Mead-Morrisson 55B
M.F.M.O.	Gear.	Mod.	Pump	14	W	Own.	M.D.D.	18½	7½	775	M.D.D.	Own.	S.G.	2	Wheel.	54–12	Spur.	Axle	Live.	No.	Plain.	No	No	2	Roll.	Minneapolis 12-25
Hol.Crk.	Gear.	Mod.	Pump	60	W	Own.	C.B.	24	10	700	E.S.	Own.	S.G.	2	Wheel.	62–20	Spur.	Axle	Live.	No.	Plain.	No	No	2	Roll.	Minneapolis 17-30
Hol.Crk.	Gear.	Perf.	Pump	12	W	T.D.	S.P.	16	10	550	E.S.	Own.	S.G.	2	Wheel.	85–30	Spur.	Axle	Live.	No.	Plain.	No	No	2	Roll.	Minneapolis 22-44
Hol.Crk.	Gear.	Mod.	Pump	13	W	T.D.	S.P.	16	8½	800	S.P.	Own.	S.G.	3	Track	66–12	Chain.	Axle	Live.	No.	Plain.	No	No	2	Roll.	Minneapolis 35-70
Hol.Crk.	Gear.	Mod.	Pump	13	W	T.D.	D.P.	16	8½	800	D.P.	Own.	S.G.	3	Track	67–12	Chain.	Axle	Dead		Plain.	Yes	No	0	Roll.	*Monarch C
M.F.M.O.	Ecc.	Perf.	Pump	40	W	Own.	C.B.	24	9	375	E.S.	Own.	J.C.	1	Wheel.	24–69	S.G.	Rim	Live.	No.	Plain.	No	No	2	Roll.	*Monarch D
Cir.Spl.	Gear.	Perf.	Pump	3	W	Own.	Spec.	20	6	900	Spec.	Own.	S.G.	3	Track	89–12	Chain.	Axle	Dead		Plain.	Yes	No	0	Roll.	*Monarch E
M.F.M.O.	Gear.	S-J.	Pump	20	W	Own.	M.D.D.	14	7	725	M.D.D.	Own.	S.G.	2	Wheel.	50–16	Chain.	Axle	Live.	No.	Plain.	No	No	2	Roll.	Nichols-Shepard 25-50
M.F.M.O.	Gear.	S-J.	Pump	35	W	Own.	M.D.D.	17½	15	625	M.D.D.	Own.	S.G.	3	Wheel.	60–18	S.G.	Spokes.	Rev.	No.	Roller	No	No	2	Roll.	Nilson-Jr. E
Cir.Spl.	Gear.	Perf.	Pump	7	W	Own.	F.D.	12	6	750	F.D.	Own.	Fric.	3	Wheel.	96–24	S.G.	Spokes.	Rev.	No.	Roller	No	No	2	Roll.	Pioneer G
Cir.Spl.	Gear.	Chi.	Pump	10	W	Own.	F.D.	14	7	725	F.D.	Own.	Fric.	7	Wheel.	54–8	S.G.	Rim	Rev.	No.	Plain.	Yes	No	2	Roll.	Pioneer C
Cir.Spl.	Pist.	Perf.	Th-S.	10	W	Own.	F.D.	8	5	750	F.D.	Own.	Fric.	7	Wheel.	57–10	S.G.	Rim	Rev.	No.	Plain.	No	No	2	P.S.	Rock Isl. Heider D
Cir.Spl.	Gear.	Chi.	Pump	12	W.	Own.	F.D.	14	7	725	F.D.	Own.	Fric.	7	Wheel.	46–6	Chain.	Rim	Dead	No.	Plain.	No	No	2	P.S.	Rock Isl. Heider C
Hol.Crk.	Vane.	Mod.	Pump	8	W.	Own.	E.S.	12½	7	833	None.	Own.	S.G.	7	Wheel.	57–10	S.G.	Rim	Rev.	No.	Roller	Yes	No	2	P.S.	Rock Isl. Heider M-2
M.F.M.O.	Gear.	Mod.	Pump	9½	W.	Own.	E.S.	12½	8	835	None.	Own.	S.G.	2	Wheel.	56–14	S.G.	Rim	Dead	No.	Roller	No	No	2	P.S.	Rock Isl. Heider 15-27
Hol.Crk.	Gear.	G&O.	Pump	12	W.	Own.	T.D.	12	7	750	M.D.D.	Own.	S.G.	2	Wheel.	60–16	S.G.	Rim	Dead	No.	Roller	No	No	2	Roll.	*Russel 15-30
														2	Wheel.	84–22	S.G.	Rim	Dead	No.	Roller	No	No	2	Roll.	*Russel 20-40
														2	Wheel.	36–14	I.G.	Axle	Live.	Yes.	B&R.	Yes	No	2	Roll.	*Russel 30-60
																										Tioga T-3

Simp—Simplex.
S-J—Shotwell Johnson.
Sli—Slide.
Split—Splitdorf.
Stayn—Staynew.
Stea—Stearns.
Strom—Stromberg.
Suct—Suction.
TDi—Twin Disc.
"T" H—"T" Head.
Th-S—Thermo Siphon.
Tillot—Tillotson.
Unit—United.
Vac—Vacuum.

Var—Varies.
Ver—Vertical.
W—Water.
Wauk—Waukesha.
Weid—Weidley.
Wil—Wilcox.
Wis—Wisconsin.
Zen—Zenith.

TRANSMISSION, ETC.:
B&B—Borg & Beck.
B&R—Ball & Roller.
CB—Contracting Band.
Cov—Covert.
Detl—Detlaff.

ES—Expanding Shoe.
FD—Friction Drum.
Fric—Friction.
Full—Fuller.
IG—Internal Gear.
JC—Jaw Clutch.
Mag—Magneto.
M&E—Merchant & Evans.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil.
No F—No Frame.
Nutt—Nuttall.
One P—One Piece.

PS—Pressed Steel.
Rev—Revolving.
Roll—Rolled Steel.
S&IG—Spur and Internal Gear.
SG-BG—Spur Gear and Bevel Gear.
SG—Sliding Gear.
SpG—Spur Gear.
Spec—Special.
SP—Single Plate.
S&WG—Spur and Worm Gear.
TD—Twin Disc.
V—Varies.
W-B—Wilcox Bennett.

(*Continued on next page*)

American Agricultural

MAKE AND MODEL	GENERAL: Price	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Wgt. Complete (Lbs.)	Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Steering Type	ENGINE: Make	Rated Horsepower (N.A.C.C.)	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	No. of Cyls. per Casting	Valve Arrangement	Normal R.P.M. at Plowing Speed	Governor: Make	Governor: Type	Ignition: Make of System	Ignition: Impulse Starter Fitted?	Fuel System: Make and Size of Carbureter (Ins.)	Fuel System: Fuel Feed	Fuel System: Number and Capacity of Fuel Tanks (Gals.)	Water Injected?	Make of Air Cleaner
‡Topp-Stewart.....30-45	....	6	2.50	8000	100	12'0"	12	Hor.	30–45	S.A....	Wauk	36.10	4	4¾x6¾	Ver.	2	"L"H	950	Wauk..	Cent	Eise...	Yes	Strom-1½	Gra..	1–25G.....	No	Ben..
Toro.....6-10	....	2	2.75	2900	72	11'0"	10½	Uni.	6–10	F.A.K..	LeRoi	15.63	4	3½x4½	Ver.	4	"L"H	1200	Own..	Cent.	Eise...	No	King–1....	Gra..	1–11G.....	No	Own.
Townsend.....9-18	....	2	2.50	4000	72	15'0"	12	Hor.	9–18	F.A.K..	Own..	23.60	1	7½x9	Hor.	1	IH....	600	Own..	Cent.	Split..	Yes	Own–2¼..	Pres.	1–12K.....	Yes	Opt..
Townsend.....10-20	....	2–3	2.50	4600	78	20'0"	16	Hor.	10–20	F.A.K..	Own..	33.80	2	6½x7	Hor.	2	IH....	550	Own..	Cent.	Split..	Yes	Own–1½..	Pres.	1–14K.....	Yes	Opt..
Townsend.....15-30	....	3–4	2.50	6500	86	24'0"	17	Hor.	15–30	F.A.K..	Own..	39.20	2	7 x8	Hor.	2	IH....	500	Own..	Cent.	Split..	Yes	Own–2....	Pres.	1–18K.....	Yes	Opt..
Townsend.....20-40	....	4–6	2.50	7200	86	24'0"	17	Hor.	20–40	Opt....	Own..	48.00	2	7½x9	Hor.	2	IH....	480	Own..	Cent.	Split..	Yes	Own–2¼..	Pres.	1–18K.....	Yes	Opt..
Townsend.....25-50	....	4–8	2.50	12600	102	30'0"	18	Hor.	25–50	Chain..	Own..	56.80	2	8½x10	Hor.	2	IH....	475	Own..	Cent.	Split..	Yes	Own–2½..	Pres.	1–30K.....	Yes	Opt..
Townsend.....30-60	....	6–10	2.50	15000	102	30'0"	18	Hor.	30–60	Chain..	Own..	71.10	2	9½x12	Hor.	2	IH....	450	Own..	Cent.	Split..	Yes	Own–2¾..	Pres.	1–30K.....	Yes	Opt..
Traylor.....6-12	500	1	2.25	1750	76	20'0"	16	Hor.	6–12	F.A.K..	LeRoi	15.63	4	3½x4½	Ver.	4	"L"H	1000	LeRoi.	Cent.	Split..	Yes	King–1....	Gra..	1–10G.....	No	Orem
Twin City.....12-20	1300	3	2.90	4700	84	12'6"	10	Hor.	12–20	F.A.K..	Own..	28.90	4	4¼x6	Ver.	4	IH....	1000	Own..	Cent.	Bosch	Yes	Holley–1¼	Gra..	2–1½G–23K	No	Ben..
Twin City.....20-35	2750	5	2.90	8400	97	15'0"	13	Hor.	20–35	F.A.K..	Own..	48.40	4	5½x6¾	Ver.	4	IH....	900	Own..	Cent.	Bosch	Yes	Scheb–1½..	Gra..	2–1½G–40K	No	Ben..
Uncle Sam.....C-20	....	2–3	3.50	3000	72	12'0"	10	Hor.	12–20	F.A.K..	Own..	25.60	4	4 x5	Ver.	4	IH....	1200	Dupl..	Suct.	Dixie	Yes	King–1¼..	Gra..	1–20G.....	No	Ben..
Uncle Sam.....B-19	....	3–4	3.75	4650	85	13'0"	14	Hor.	20–30	F.A.K..	Beav..	36.10	4	4¾x6	Ver.	4	IH....	1000	Dupl..	Cent.	Dixie	Yes	Ben–1½..	Gra..	2–5G–22K	No	Ben..
Uncle Sam.....D-21	....	3–4	3.75	4600	85	13'0"	14	Hor.	20–30	F.A.K..	Beav..	38.10	4	4¾x6	Ver.	4	IH....	1000	Dupl..	Cent.	Dixie	Yes	Ben–1½..	Gra..	2–5G–22K	No	Ben..
Wallis.....OK	....	3	3.50	3660	84	20'0"	13	Uni.	15–27	F.A.K..	Own..	28.90	4	4¼x5¾	Ver.	4	IH....	900	Own..	Hyd.	Bosch	Yes	King–1¼..	Gra..	1–20G.....	No	Own.
Wetmore.....12-25	1185	3	3.50	2000	72	15'0"	12½	Hor.	12–25	F.A.K..	Wauk	25.60	4	4 x5¾	Ver.	2	"L"H	1050	Wauk.	Cent.	Split..	Yes	Scheb–1¼..	Gra..	2–2½G–12K	No	None.
Wizard 4-Pull.....15-25	1925	2–3	3.00	5400	46	12'	11	Uni.	15–25	.....	Her...	32.40	4	4½x5¾	Ver.	4	"L"H	....	Own..	Cent.	Split..	Yes	Scheb–1¼..	Gra..	1–24G.....	No	Pom.
Wizard 4-Pull.....20-35	3100	4–5	2.88	6900	46	12'	17	Uni.	20–35	.....	Own..	.....	..	5¼x6½	Ver.	2	"L"H	....	Own..	Cent.	Bosch	Yes	Ensign-1½	Gra..	1–35G.....	No	Pom.
Yuba.....(Ball Tread)	2750	4	2.25	5750	.....	15'0"	10	Hor.	15–25	S.A....	Wis...	28.90	4	4¼x6	Ver.	4	"L"H	900	Own..	Cent.	Bosch	Yes	Strom–1¼	Gra..	2–4G–21K...	No	Pom.
Yuba.....(Ball Tread)	4500	8	2.08	10130	.....	16'6"	11⅝	Uni.	25–40	S.A....	Own..	44.10	4	5¼x7	Ver.	2	IH....	800	Own..	Cent.	Bosch	Yes	Strom–1¼	Gra..	2–8G–38K...	.....	Pom.

ABBREVIATIONS:
GENERAL:
*—1925 Specifications.
‡—Industrial Tractor.
FAK—Front Axle Knuckle.
Hor—Horizontal.
N-A—Non-Adjustable.
Opt—Optional.
SA—Swinging Axle.
TDM—Thru Driving Members.
Uni—Universal.
Ver—Vertical.
ENGINE:
A-K—Atwater Kent.
Beav—Beaver.
Ben—Bennett.
Brem—Bremmer.
BrL—Brown Lipe.
Cent—Centrifugal.
Chi—Chicago Mfg. Co.
Cir-Spl—Circulating Splash.
Clim—Climax.
Colum—Columbia.
Don—Donaldson.
Dupl—Duplex.
Ecc—Eccentric.
Eise—Eisemann.
Elec—Electrical.
F.C.—Flywheel Clutch
Full—Fuller.
G—Gasoline
Gra—Gravity.
Her—Hercules.
Hol-Crk—Hollow Crank Shaft with Pressure to all Crankshaft Bearings.
Hor—Horizontal.
Hyd—Hydraulic.
IH—In Head.
K—Kerosene.
King—Kingston.
"L" H—"L" Head.
Lyco—Lycoming.
McC—McCord.
MFMO—Multi-Feed Mechanical Oiler.
Midw—Midwest.
Mod—Modine.
O—Oil.
Opp—Opposed.
Parag—Paragon.
Perf—Perfex.
Pick—Pickering.
Pier—Pierce.
Pist—Piston.
Pom—Pomona.
Pres—Pressure.
Rac—Racine.
Rains—Rainstrom.
RBos—Robert Bosch.
Scheb—Schebler.

American Gasoline Rail

MAKE AND MODEL	GENERAL CHARACTERISTICS: Type of Car	Weights: Total Weight of Car (Lbs.)	Weights: Weight on Driving Wheels (Lbs)	Passenger Capacity	Overall: Length, Ft.-Ins.	Overall: Width, Ft.-Ins.	Total Number of Wheels	ENGINE: Make	Number of Cylinders Bore and Stroke (Ins.)	Horsepower: Rated (N.A.C.C.)	Horsepower: Brake	R.P.M. at Normal Track Speed	Location	ELECTRICAL SYSTEM: Ignition: Make	Ignition: Current Source	Generator Make	Starter Make	Battery: Make.	Battery: Voltage and Amp. Hrs. Capacity	TRANSMISSION: Clutch: Make	Clutch: Type	Gearset: Make	Gearset: Number of Forward and Reverse Speeds	Gearset: Location	Sanders Type
Brill.....55	Spe..	29000	18000	55	43–0	8–4	8	Midw.	4–4¾x6	36.10	68	1500	Fin B..	Eise...	M	L-N...	L-N...	Exi...	12–180	B-L...	MDD.	B-L...	6–3	Eng..	Gra...
Brill.....65	Spe..	34000	20000	Var	44–6	8–4	8	Ster ..	6–4½x6	52.7	120	1400	Fin B..	Scin...	M	L-N...	L-N...	Exi...	12–240	Own.	MDD.	Own..	5–5	Tru..	Air...
Brill.....75	Spe..	53000	30000	Var	56–0	9–6	8	Wint..	6–6 x7	86.4	200	1300	Fin B..	Scin...	M	L-N...	L-N...	Exi...	12–340	Own.	MDD.	Own..	5–5	Tru..	Air...
Brill....Gas Elec.	Spe..	78000	40000	Var	60–0	9–6	8	Ster...	6–3¾x6¾	33.7	180	1200	Fin B..	N-E...	M	G-E...	N-E...	Exi...	Spe...	Ele...	Ele...	Ele...	Var...	Tru..	Air...
Brill-Westingh250	Spe..	95000	57000	53	60–0	9–8½	8	Own..	6–7¼x8	126	250	1100	Fin B..	Scin...	M	L-N...	L-N...	Exi...	32-215	Ele...	Ele...	Ele...	Var...	Tru..	Pre...
Edwards.....45	Spe..	50000	35000	65	55–0	9–6	8	Buda..	6–4½x6	48.6	100	1600	Don T.	.....	M	L-N...	L-N...	Exi...	32–	Det...	MDD.	Cot...	4–4	.....	Pre...
Edwards.....	Spe..	39000	28000	41	43–0	9–6	8	Buda..	4–5 x6½	40.00	60	1200	Don T.	Eise...	M	L-N...	L-N...	Exi...	12–80	Cot...	MDD.	Cot...	4–4	Eng..	Pre...
Electro-Motive SE	Spe...	70000	.....	54	59–7	9–9	8	Wint..	6–7 x8	117.6	200	1000	Don T.	Opt...	M	G-E...	G-E...	Opt...	32–150	Ele...	Ele...	Ele...	Var...	Tru..	Air...
Electro-Motive DE	Spe..	72000	.....	54	59–7	9–5	8	Wint.	6–7 x8	117.6	200	1000	Don T.	Opt...	M	G-E...	G-E...	Opt...	32–150	Ele...	Ele...	Ele...	Var...	Tru..	Air...
Mack.....ACP	Spe..	60000	38000	64	55–0	9–9	8	Own..	4–5 x6	80.00	150	1250	Don T.	N-E..	B	N-E..	N-E..	Exi...	32–180	Own.	S P ..	Own..	4–4	Se U	Pre...
Mack.....ACX	CAT.	22000	9000	35	35–0	9–9	8	Own..	4–5 x6	40.00	50	1250	Fou B..	Spli...	M	N-E..	N-E..	Exi...	12–160	Own	S P ..	Own..	4–4	Se U	Pre...
Mack.....AB	CAT.	12270	7000	30	28–8	8–6	6	Own..	4–4¼x5	28.90	30	1425	Fou B..	Spli...	M	N-E..	N-E..	Exi...	12–160	Own	MDD.	Own..	4–4	Eng..	Gra..
Meister.....30	Spe..	16000	12000	30	30–0	7–0	6	Midw.	4–4¾x6	36.10	50	1000	Rin B..	Bosch	M	L-N...	L-N...	KCB..	12–120	B-L...	MDD.	B-L...	4–4	Eng..	Pre...
Meister.....50	Spe..	24500	17500	50	40–0	10–6	8	Wisc..	6–5¾x7	79.35	120	1000	Rin B..	Bosch	M	L-N...	L-N...	Wil...	12–120	Det...	MDD.	Own..	4–4	Axle	Pre...
Sykes....Pioneer	Spe..	60000	30000	64	64–11	9–6	8	Ster...	6–5¾x6¾	79.3	245	1500	Fou B..	N-E...	B	S-C...	N-E..	Exi...	32–225	He S..	MDO.	Cot...	6–2	Se U.	Pre...

ABBREVIATIONS:
A&E—Air and Electric.
A&M—Air and Manual.
Auto—Automobile Type.
Axle—Unit with Axle.
B—Battery
B-L—Brown-Lipe.
C—Coil.
CAT—Converted Auto Truck.
C-FE—Elliptic, Coil.
C-Te—Coil, Transverse Elliptic.
Cha—Chain.
Cot—Cotta.
C-S—Coil and Semi-Elliptic.
DE—Double End.
Det—Detlaff.
DonT—Directly on Trucks.
DR—Double Reduction.
Ele—Electric.
Eise—Eisemann.
Eng—Unit with Engine.
Exi—Exide.
F—Front.
FE—Full Elliptic.
FinB—Front Inside Body.
FouB—Front Outside Body.
F&R—Front and Rear.
G-E—General Electric.
Gra—Gravity.
Heli—Helical Gear.

Tractor Specifications –Continued

ENGINE						CLUTCH		BELT PULLEY				TRANSMISSION														
Oiling System		Cooling System																								
Type of System	Type of Pump	Make of Radiator	Circulation By	Capacity of System (Gals.)	Fluid	Make	Type	Diameter (Ins.)	Face (Ins.)	Normal R.P.M.	Clutch Type	Make	Type	No. of Forward Speeds	Final Drive	Diameter and Face Traction Members (Ins.)	Drive from Gearset to Traction Members	Drive Taken Through	Drive Wheel Axle Type	Does Differential Lock?	Type: Drive Shaft Axle Bearings	Individual Brakes for Steering?	Individual Clutches for Steering?	Number of Non-Drive Wheels	Frame Type	MAKE AND MODEL
Cir.Spl.	Gear	Brem	Pump	12	W	Hill	M.D.D.	Opt			Opt.	Own	S.G.	3	Wheel	42-12	S&I.G.	Rim	Live	No	Roller	No	No	0	Roll.	‡Topp-Stewart 30-45
Cir.Spl.	Pist.	S-J	Th-S.	3	W	Own	C.B.	8	5	1200	None	Own	S.G.	2	Wheel	41-9	S.G.	Spokes	Dead	No	Roller	Yes	No	2	One P.	Toro 6-10
M.F.M.O.	Pist.	Own	Th-S.	40	W	Own	Spec	18	7	575	Spec	Own	S.G.	1	Wheel	45-10	S.G.	Rim	Live	No	Plain.	No	No	2	Cast	Townsend 9-18
M.F.M.O.	Pist.	Own	Pump	50	W	Own	Spec	18	7	550	Spec	Own	S.G.	1	Wheel	48-12	S.G.	Rim	Live	No	Plain.	No	No	2	Roll	Townsend 10-20
M.F.M.O.	Pist.	Own	Pump	75	W	Own	Spec	20	8	500	Spec	Own	S.G.	1	Wheel	56-18	S.G.	Rim	Live	No	Plain.	No	No	2	Roll	Townsend 15-30
M.F.M.O.	Pist.	Own	Pump	75	W	Own	Spec	20	8	480	Spec	Own	S.G.	1	Wheel	56-18	S.G.	Rim	Live	No	Plain.	No	No	2	Roll	Townsend 20-40
M.F.M.O.	Pist.	Own	Pump	100	W	Own	Spec	22	10	475	Spec	Own	S.G.	1	Wheel	60-24	S.G.	Rim	Live	No	Plain.	No	No	2	Roll	Townsend 25-50
M.F.M.O.	Pist.	Own	Pump	100	W	Own	Spec	22	10	450	Spec	Own	S.G.	1	Wheel	60-24	S.G.	Rim	Live	No	Plain.	No	No	2	Roll	Townsend 30-60
Hol.Crk.	Pist.	G&O	Th-S.	4	W	B&B	Spec	8	6	1000	None	Own	S.G.	1	Wheel	38-10	L.G.	Rim	Dead	No	Plain.	Yes	No	2	Roll	Traylor 6-12
Hol.Crk.	Gear	Mod	Pump	10½	W	T.D.	Spec	16	6½	650	None	Own	S.G.	2	Wheel	50-12	S.G.	Axle	Live	No	Roller	No	No	2	One P.	Twin City 12-20
Hol.Crk.	Gear	Mod	Pump	18	W	T.D.	Spec	21	8½	466	None	Own	S.G.	2	Wheel	60-20	S.G.	Axle	Live	No	Roller	No	No	2	One P.	Twin City 20-35
Hol.Crk.	Gear	Perf.	Pump	15	W	B&B	S.P.	16	6	1000	None	Own	Chain	2	Wheel	46-12	Chain	Axle	Live	No	Roller	No	No	2	Roll	Uncle Sam C-20
Hol.Crk.	Gear	Perf.	Pump	18	W	T.D.	S.P.	11	9¼	1000	J.C	Nutt	S.G.	2	Wheel	50-12	S.G.	Axle	Live	No	Roller	No	No	2	Roll	Uncle Sam B-19
Hol.Crk.	Gear	Perf.	Pump	18	W	T.D.	S.P.	11	9¼	1000	J.C	Nutt	S.G.	2	Wheel	50-12	S.G.	Axle	Live	No	Roller	No	No	2	P.S.	Uncle Sam D-21
Cir.Spl.	Pist.	Mod	Pump	6¾	W	T.D.	S.P.	18½	7	475	T.D.	Own	S.G.	2	Wheel	48-12	S.G.	Axle	Live	No	Roller	No	No	2	Roll	Wallis OK
Hol.Crk.	Gear	Ideal	Pump	7½	W	Full	M.D.D.	12	7	750	None	Full	S.G.	3	Wheel	46-10	L.G.	Spokes	Dead	No	Roller	No	No	2	Roll	Wetmore 12-25
Hol.Crk.	Gear	Flexo		12	W	BrL	M.D.D.	12	6		F.C.	Own	S.G.	2	Wheel and	32-8 41-12	S.G.				Roller		Yes	0	Roll	Wizard 4-Pull 15-25
Hol.Crk.	Gear	Flexo		14	W	Own	M.D.O.	10	8		F.C.	Own	S.G.	2	Wheel and	33-8 41-14	Chain				Roller		Yes	0	Roll	Wizard 4-Pull 20-35
Hol.Crk.	Gear	Mod	Pump	5½	W	Parag.	M.D.O.	12	6½	900	S.P.	Own	S.G.	2	Track	–12	S.G.	Axle	Dead	No	Roller	No	Yes	1	Roll	Yuba (Ball Tread)
Cir.Spl.	Gear	Mod	Pump	9	W	Parag.	M.D.O.	14	8½	800	S.P.	Own	S.G.	2	Track	–17½	S.G.	Axle	Dead	No	Roller	No	Yes	1	Roll	Yuba (Ball Tread)

Simp—Simplex.
S-J—Shotwell Johnson.
Sli—Slide.
Split—Splitdorf.
Stayn—Staynew.
Stea—Stearns.
Strom—Stromberg
Suct—Suction.
TDi—Twin Disc.
Th-S—Therrmo Siphon
Tillot—Tillotson
Unit—United.
Vac—Vacuum
Var—Varies.
Ver—Vertical
W—Water.
Wauk—Waukesha
Weid—Weidley
Wil—Wilcox
Wis—Wisconsin
Zen—Zenith

TRANSMISSION, ETC.:

B&B—Borg & Beck.
B&R—Ball & Roller.
CB—Contracting Band.
Cov—Covert
Detl—Detl-ff.
ES—Expanding Shoe.
FD—Friction Drum.
Fric—**Friction**
Full—Fuller.
IG—Internal Gear.
JC—Jaw Clutch.
Mag—Magneto
M&E—Merchant & Evans.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil.
No F—No Frame.
Nutt—Nuttall.
One P—One Piece.
PS—Pressed Steel.
Rev—Revolving.
Roll—Rolled Steel.
S&IG—Spur and Internal Gear.
SG-BG—Spur Gear and Bevel Gear.
SG—Sliding Gear.
SpG—Spur Gear.
Spec—Special
SP—Single Plate.
S&WG—Spur and Worm Gear.
T-D—Twin Disc.
V—Varies.
W-B—Wilcox Bennett

Car Specifications

DRIVING TRUCK					PONY TRUCK		BRAKES				CONTROL					SPRINGS		BODY DIMENSIONS					MAKE AND MODEL
	Wheels						Service		Emergency			Transmission						Overall		Length			
Location	Total Number	Number Driving	Axle Bearing Type	Final Drive	Number of Wheels	Axle Bearings, Type	Type	Application	Type	Application	Car Control	Throttle	Clutch	Gearshift	Reverse	Front Type	Rear Type	Inside Length Ft.-Ins	Inside Width Ft.-Ins.	Baggage Compt., Ft.-Ins.	Passenger Compt., Ft.-Ins	Smoking Compt., Ft.-Ins.	
F	4	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	42-0	8-0	Var	Var	Var	Brill 55
F	4	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	43-1	8-0	Var	Var	Var	Brill 6[illegible]
F	4	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	55-0	9-2	Var	Var	Var	Brill 75
F	8	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	D E	Man	None	None	Ele	L-½E	L-½E	60-0	9-2	Var	Var	Var	Brill Gas Ele
F	4	4	Plain	Hel	4	Plain	Rail	A&M	Rail	A&M	Opt	Man	None	None	Ele	C-Fe	C-Fe	55-0	9-1	9-5	34-0	None	Brill-Westingh250
F&R	4	4	Roller	Cha	4	Roller	Rail	Air	Rail	Air	D E	Man	Man	Man	Man	-FE	-FE	55-0	9-6	15-0	32-1	7-6	Edwards 45
F&R	4	4	Roller	Cha	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-FE	L-FE	42-7	19-1	17-9	22-7	None	Edwards
F	4	2	Roller	Sp	4	Plain	Rail	Air	Rail	Air	S E	Man	None	None	Ele	C-S	C-S	42-11	9-6	10-10	32-1	None	Electro Motive SE
F	4	2	Roller	Sp	4	Plain	Rail	Air	Rail	Air	D E	Man	None	None	Ele	C-S	C-S	42-11	9-6	10-10	32-1	None	Electro MotiveDE
F&R	4	2	Opt	D R	0	None	Rail	Air	Rail	Man	D E	A&E	A&E	A&E	A&E	C-S	C-S	53-6	9-3	Var	Var	Var	Mack ACP
R	4	2	Roller	D R	4	Roller	Rail	Air	Rail	Man	S E	Man	Man	Man	Man	L-½E	L-½E	27-6	9-3	6-0	21-4	None	Mack ACX
R	2	2	Roller	D R	4	Roller	Auto	Man	Auto	Man	S E	Man	Man	Man	Man	L-½E	L-½E	21-9	7-3	Var	Var	Var	Mack AB
R	4	2	Ball	S B	4	Ball	Rail	Man	Rail	Man	S E	Man	Man	Man	Man	Rub	C-S	31-0	6-6	6-6	11-0	6-6	Meister 30
R	4	2	Ball	S B	4	Ball	Rail	Air	Rail	Man	S E	Man	Man	Man	Man	Rub	C	39-6	10-0	10-0	30-0	None	Meister 50
F&R	8	4	Roller	StB	0	Roller	Rail	Air	Rail	Air	S E	Man	A&M	Man	Man	C-FE	C-FE	57-6	9-2	None	31-3	22-2	Sykes Pioneer

HeS—Hele Shaw.
L-FE—Longitudinal Elliptic.
L-½E—Longitudinal Semi-Elliptic.
L-N—Leece-Neville.
M—Magneto.
Man—Manual.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil.
Midw—Midwest.
N-E—Northeast.
Opt—Optional.
Pre—Pressure.
R—Rear.
Rail—Railroad Type.
RinB—Rear Inside Body.
Rub—Rubber.
SB—Spiral Bevel.
Scin—Scintilla.
SE—Single End.
SeU—Separate Unit.
SP—Single Plate.
Sp—Spur.
Spe—Special Railroad Design.
Spli—Spiltdorf.
Ster—Sterling.
StB—Straight Bevel.
Tru—Trucks.
Var—Varies.
Wil—Willard.
Wint—Winton
Wisc—Wisconsin.

Mechanical Specifications for 1926 Motor Trucks

(Listed by Capacities)

For specially designed Motor Bus chassis see pages 100 to 103

Those Truck Chassis which are sold and recommended by the manufacturers for Passenger Transportation are designated in the following table by the § reference sign in front of the name.

TRADE NAME AND MODEL	General				Engine					Electrical System		Clutch		Gear Set	Universal (Make)	Rear Axle				Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
	Chassis Price $	Standard Wheelbase (Ins.)	Tire Size Front (Ins.)	Tire Size Rear (Ins.)	Make and Model	No. of Cylinders Bore and Stroke	Rated H. P. (N. A. C. C.)	Fuel System Carbureter (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model		Make and Model	Final Drive	Type	Brakes, Location				
1000 Pounds																							
Chevrolet..Sup. Com. Ch	425	103	P-30x3½	P-30x3½	Own	4-3 11/16x4	21.7	Car	V	Remy	Remy	Own	P	Own Sup	Own	Own Sup	S	½F	A	Own Sup	Own	Hay	1520
Overland	395	100	P-30x3½	P-30x3½	Own 91	4-3½x4	19.6	Til	G	A-L	A-L	B&B	P	Own 91	Own	Own 91	B	½F	A	Own 91	Own	Hay	1472
Star	425	102	S-30x3½	S-30x3½	Con	4-3⅜x4¼	18.2	Til	G	A-L	A-L	Own	P	Own	Spi	Own	...	½F	A	Own SE	Own	Hay	1465
1500 Pounds																							
Dodge Brothers	730	116	P-32x4	P-32x4	Own	4-3 7/16x4½	24.0	Ste	V	N-E	N-E	Own	D	Own	Own	Own	S	½F	A	Own	Own	Kel	1992
Larrabee	A1	133	P-29x4½	P-29x4½	Con	6-3½x4¼	23.4	Zen	G	A Bos	A Bos	B-L	P	B-L	Spi	Sal	S	½F	..	Sal	Gem	Ind	2730
Rainier	R-31	1970	125	P-35x5	P-35x5	Con N	4-3¾x5	22.5	Zen	V	Eis	Nonc	B-L	D	B-L 30	Har	Tim 6258	W	½F	A	Tim 1250	Lav	Jon	2500
White	15	2150	133½	P-34x5	P-34x5	Own GK	4-3¾x5½	22.5	Zen	G	.....	.....	Own	P	Own 15	Spi	Own 15	S	½F	A	Own 15	Own	Hoo	3225
White	15-45	2950	143½	P-34x5	P-34x5	Own GR	4-4½x5¾	28.9	Zen	V	.....	.....	Own	P	Own	Spi	Own	S	½F	A	Own	Own	Hoo	3575
Yellow Cab	Mod T3	1295	109	P-29x4½	P-29x4½	Con V-7	4-3¾x5	22.5	Zen	G	R Bos	N-E	B-L	D	B-L 30Y	Spi	Tim 5331	B	½F	B	Tim 1341 Dey	Gem	Mot	2500
1 Ton																							
Acme	Flyer	....	130	P-30x5	P-30x5	Con S4	4-4¼x4½	28.9	Zen	V	A Bos	A Bos	B-L	D	B-L31	Blo	Col 53000	S	½F	A	Col 5000S	Ross	Smi	3125
Autocar	F	....	97	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	R Bos	.....	Own	P	Own F	Spi	Own F	R	F F	A	Own F	Ross	Hoo	3800
Autocar	G	....	120	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	R Bos	.....	Own	P	Own F	Spi	Own F	R	F F	A	Own F	Ross	Hoo	3900
Available	L-1	....	133	P-33x5	P-33x5	Her O	4-4 x5	25.6	Zen	G	A Bos	A Bos	B-L	D	B-L 30	Spi	Cla B307	S	½F	A	Shu 5504	Ross	Bim	3100
§Bethlehem	KN	1595	125	P-33x5	P-33x5	Own KN	4-3½x5	19.6	Zen	V	A Bos	G&D	B&B	P	Ful SU	Spi	Eat 1000	S	½F	..	Eat 750	Ross	Van	2880
Betz	J-3	1850	140	P-34x5	P-34x5	Own J-3	4-3¾x5½	22.3	Gen	G	A Bos	A Bos	B-L	D	B-L 30	Pet	Tim 6352	W	½F	A	Tim 1250	Ross	.....	3150
Biederman		....	138	S-34x5	S-34x5	Con 8R-6	6-3⅜x4½	27.3	Zen	G	Del	A-L	B-L	D	B-L 31	Spi	Cla	B	½F	A	Shu	Ross	Cla	3200
Casco	A	1700	130	P-34x5	P-34x5	Buda WTU	4-3¾x5⅛	22.5	Zen	V	A Bos	A Bos	Ful	D	Ful SUI	Spi	Col 5200	S	¾F	A	Col 5000	Woh	Arc	3200
§Chevrolet	Sup	550	124	P-30x3½	P-30x5	Own Sup	4-3 1/16x4	21.7	Car	V	Remy	Remy	Own	P	Own Sup	Own	Own Sup	S	½F	A	Own Sup	Own	Hay	1955
Chicago		....	132	P-30x5	P-30x5	Her OX	4-4 x5	25.6	Zen	G	Apo	A-L	B-L	D	B-L 31	Pic	Cla B307	S	½F	A	Tim 1250	Ross	StM	3240
Clydesdale	16	....	140	P-34x5	P-34x5	Con S4	4-4¼x4½	28.9	Zen	V	A Bos	A Bos	B-L	D	B-L 31	Spi	Tim 5620	S	½F	A	Tim 1250	Ross	StM	3450
Commerce Distributor		....	130	S-30x5	S-30x5	Con 7U	6-3½x4¼	23.4	Zen	V	A Bos	A Bos	Hoo	P	Cov JUH	Blo	Cla B365	S	½F	A	Fli	Ross	Smi	2900
Denby	41	....	128	S-34x5	S-34x5	Her O	4-4 x5	25.6	Zen	G	A-L	A-L	Ful	D	Ful	U-P	Cla	S	½F	..	Con	Ross	StM	3315
§Diamond	T-75	....	130	P-30x5	P-30x5	Her OX	4-4 x5	25.6	Zen	G	Apo	A-L†	Cov	D	Cov JUC	Spi	Col 53008	B	½F	A	Col 5306	Gem	StM	2825
Dorris	K-2	2490	Opt	P-33x5	P-33x5	Own	4-4 x5½	25.6	Str	V	A Bos	Wes	Own	D	W-G	Spi	Tim 5512	B	½F	A	Tim 1250	Ross	Mun	2000
Duplex	G	....	132	P-33x5	P-33x5	Buda WTU	4-3¾x5½	22.5	Zen	V	A Bos	A Bos	B-L	D	B-L	Pet	Tim	B	½F	A	Tim 1250	Ross	Mot	3300
Federal Knight		1095	124	S-32x4½	S-32x4½	Kni	4-3⅝x4½	21.0	Zen	G	Eis	A-L	B&B	P	Own	U-M	Tim 5310	B	½F	A	Own	Gem	Mot	2400
§Ford	T	365	123	P-30x3½	S-30x5	Own TT	4-3¾x4	22.5	Own	G	Own	Own	Own	D	Own TT	Own	Own TT	W	½F	B	Own TT	Own	Own	1572
§Garford	15	....	132	P-34x5	P-34x5	.....	4-3⅝x5⅛	21.0	....	G	.....	.....	.....	P	Own 15	.....	.....	W	½F	A	Own 15	.....	.....	3500
§Gary Express		1590	132	S-35x5	S-35x5	Buda WTU	4-3¾x5⅛	22.5	Str	V	Eis	Remy	Ful	D	Ful TU¾	Blo	Tim 5511	W	½F	A	Tim 1250	Ross	Pru	3200
§GMC	K-17	....	136	P-34x5	P-34x5	Own K-17	4-3⅝x6	20.3	Mar	G	Eis	Remy	Own	D	Own K-17	U-M	Own K-17	B	½F	E	Own K-17	Own	Kel	3433
Gotfredson	20B	....	131	P-33x5	P-33x5	Buda WTU	4-3¾x5½	22.5	Zen	V	Remy	Remy	B&B	P	B-L 20	Spi	Cla B307	S	½F	B	Sal 1546-E	Gem	Van	3300
§Graham Bros	BB	995	130	S-33x5	P-33x5	Dodge	4-3 7/16x4½	24.0	Ste	V	N-E	N-E	Dod	D	Dod	U-P	Own	S	½F	A	Dod	Dod	StM	2630
Gramm-Bern	1C	....	129	P-33x5	P-33x5	Lyc CT	4-3¾x5	22.5	Zen	G	A-L	A-L	Mun	D	Mun AS11T23N	Pic	Sal 1483	B	½F	B	Sal 1453	Ross	Ind	2370
Gramm-Kincaid	233 N	....	133°	P-30x5	P-30x5	Lyc CT-	4-3¾x5	22.5	Zen	G	A-L	A-L	Mun	D	Mun T23	Thei	Eat 1002	S	½F	B	Col 5300	Ross	.....	3485
Gramm-Kincaid	263N	....	133°	P-30x5	P-30x5	Con 8R	6-3⅜x4½	27.3	Zen	G	A-L	A-L	Mun	D	Mun T23	Thei	Eat 1002	S	½F	B	Col 5300	Ross	.....	3585
Grass Premier	40	1550	130	S-30x5	S-30x5	Lyc CT	4-3¾x5	22.6	Str	V	A Bos	A Bos	B-L	D	B-L 31	Spi	Cla B-366	S	½F	B	Con	Ross	Van	2370
Indiana	11	....	129°	S-30x5	S-30x5	Her OX	4-4 x5	25.6	Str	G	A-L	A-L	B&B	P	B-L 31	Blo	B-365	S	½F	A	Sal D	Ross	Bim	3300
International	"S"	....	124	P-32x4½	P-32x4½	Lyc Spec	4-3½x5	19.6	Zen	G	Remy	Remy	Lon	P	Own	MM	Eat	B	½F	A	Eat	Cas	.....	2800
Kenworth	OS	2150	131	S-30x5	S-30x5	Buda WTU	4-3¾x5½	22.5	Str	V	Remy	Remy	B-L	D	B-L 31	Spi	She W1002	W	½ F	A	She 33FA500	Ross	Smi	4100
King-Zeitler	25	....	134°	P-30x5	P-30x5	Con S4	4-4¼x4½	28.9	Str	G	Eis	ABos*	B-L	D	B-L 31	Pic	Tim 5620	S	½ F	A	Tim 1250	Ross	StM	3500
Kissel		1585	140	P-34x5	P-34x5	Own	4-3 7/16x5½	24.1	Str	V	Remy	Remy	W-G	D	W-G T38L	Spi	Tim 6258	W	½ F	A	Tim 1452	Jac	Std	3780
Kleiber		2600	130	S-34x4	S-34x6	Con J4	4-3⅜x5	22.5	Str	V	A Bos	None	B-L	D	B-L 35	Spi	Tim 6462	W	½ F	A	Tim	Ross	Smi	....
LeMoon	GP-1	....	151	P-34x5	P-34x5	Con S4	4-4¼x4½	28.9	Str	G	A Bos	A Bos	B-L	D	B-L 31	Spi	Cla B365	S	½ F	A	Tim 1250	Ross	StM	2700
Luedinghaus		....	130	P-34x4½	P-34x4½	Wau V	4-4 x5	25.6	Zen	G	Spl	Dyn	B&B	P	D-G D-Y	.....	Wis 800G	W	½F	A	Col 5000	Lav	.....	2850
Master	11B	....	132	P-33x5	P-33x5	Buda WTU	4-3¾x5⅛	22.5	Zen	..	A Bos	A Bos	Ful	D	Ful SU	Spi	Cla	S	.....	...	Tim	.....	.....	....
§Menominee		....	132	P-35x5	P-35x5	Wis SU	4-4 x5	25.6	Zen	G	Eis	ABos	B&B	P	Det KY 400	Blo	Col	S	½ F	A	Col	Lav	Std	2925
Moreland	R-R	1875	130	S-30x5	P-30x5	Her OBX	4-4 x5	25.6	Zen	G	A-L	A-L	B-L	D	B-L 31	Pet	Tim 5518	S	½ F	A	Tim 1250	Ross	.....	3335
Moreland	R-C	2280	180	P-32x6	P-32x6	Her OBX	4-4 x5	25.6	Zen	G	A-L	A-L	B-L	D	B-L 30	Pet	Tim 5512	B	½ F	A	Tim 1250	Ross	Own	3850
§Nash	2018	1595	130	S*-34x4	S*-34x5	Own 4	4-3¾x5¼	22.5	Str	G	Eis	A-L	B&B	P	D-G C	Own	Cla 1-D	I	DD	D	Own 2018	Lav	A-W	3400
Noble	A-76	1775	143	S-30x5	S-32x6	Buda WTU	4-3¾x5½	22.5	Zen	V	Spl	ABos	Ful	D	Ful SU 12	Blo	Cla B-360	B	½ F	B	Shu 310	Ross	Bim	3400
Ogden	A-2	....	125	P-34x5	P-34x5	Con N	4-3⅝x5	22.5	Zen	V	Eis	Remy	B-L	D	B-L 30	Pic	Tim 6258	W	½ F	A	Tim 1250	Ross	Bim	3100
Penn		780	122	P-30x3½	P-32x4½	Overland	4-3½x4	19.6	Til	G	A-L	A-L	B&B	P	Own	Own	She	W	½ F	A	Own	Own	Sch	2175
Rainier	R-29	2150	133	P-35x5	P-35x5	Con N	4-3⅜x5	22.5	Zen	V	Eis	RBos*	B-L	D	B-L 30	Spi	Tim 6258	W	½ F	A	Tim 1250	Lav	Jon	2700
Ruggles	16	....	122	S-30x5	S-30x5	Lyc CT	4-3¾x5	22.5	Zen	G	Remy	Remy	B-L	D	B-L	Spi	Col 30000	B	½ F	A	Col 3000	Lav	Nor	2600
Sandow	G	....	120	S-32x6	S-32x6	Buda WTU	4-3¾x5⅛	22.5	Str	G	Eis	None	Ful	D	Ful TU ¾	Spi	She	W	...	A	Shu 310	Ross	Opt	3000
Sandow	GA	....	130	S-32x6	S-32x6	Her OX	4-4 x5	25.6	Str	G	A Bos	A-L	Ful	D	Ful TU ¾	Spi	Cla	S	½ F	A	Shu 310	Lav	Dis	3000
Schacht		....	132	P-30x5	P-30x5	Wis SU	4-4 x5	25.6	Zen	V	R Bos	None	Ful	D	Ful GU-7	Blo	Wis 41 D	R	½ F	A	Shu 510	Ross	.....	3755
Service	25F	....	132	P-30x5	P-30x5	Buda WTU	4-3¾x5⅛	22.5	Zen	V	Remy	Remy	B&B	P	B-L 30	M-E	Eat 1500	B	½ F	A	Shu 310	Ross	Smi	3675
Stewart	16	1195	130	P-32x4½	P-32x4½	Lyc CT	4-3¾x5	22.5	Zen	G	Remy	Rey*	Ful	D	Ful SU-1	Spi	Cla B-365	S	½ F	A	Col 3008	Gem	Ind	2700
United	15	....	125	S-32x4½	S-32x4½	Own	4-3½x5	19.6	Zen	G	A-L	A-L	B-L	D	B-L	Blo	Cla B-365	S	½ F	A	Shu 5400	Lav	.....	....
Wachusett	S	....	152	S-34x5	S-34x5	Con 8R	6-3⅝x4½	27.3	Zen	V	A Bos	A Bos	B-L	D	B-L 30	Har	Tim 5511	W	½ F	..	Tim 1250	Ross	Smi	3300
Wilcox	AA	1900	130	S*-35x5	S*-35x5	Buda WTU	4-3¾x5⅛	22.5	Str	V	A Bos	Wes*	B-L	D	B-L 30	Spi	Rus 3600-B	W	½ F	A	Shu 350	Gem	.....	3600
Yellow Cab	T1	1450	130	P-33x5	P-33x5	Con V4	4-3¾x5	22.5	Zen	V	R Bos	N-E	B-L	D	B-L 35	Spi	Tim 5516	B	½ F	B	Tim1341EGO	Gem	Mot	3130
Yellow Cab	T-1	1550	150	S-33x5	S-33x5	Con V4	4-3¾x5	22.5	Zen	V	R Bos	N-E	B-L	D	B-L 35	Spi	Tim 5516	B	½ F	B	Tim1341EGO	Gem	Mot	3210
1¼ Ton																							
Autocar	F	....	97	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	R Bos	.....	Own	P	Own F	Spi	Own F	R	F F	A	Own F	Ross	Hoo	3800
Autocar	G	....	120	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	R Bos	.....	Own	P	Own F	Spi	Own F	R	F F	A	Own F	Ross	Hoo	3900
Biederman		....	154	S-34x5	S-34x6	Con 6M-6	6-3⅜x4½	27.3	Zen	G	Del	A-L	B-L	D	B-L 31	Spi	Tim	W	½ F	A	Shu	Ross	StM	3600
Brockway	E	....	135	S-33x5	S-33x5	Wis SU	4-4 x5	25.6	Zen	V	Eis	L-N	B-L	D	B-L 30	Spi	Col 52024	B	½ F	A	Col	Gem	Hoo	3125
Brockway	E 7	....	153	S-32x6	S-32x6	Wis 6Y	6-3⅜x5	27.3	Zen	V	Eis	L-N	B-L	D	B-L 30	Spi	Col 53000	S	½ F	A	Col	Gem	Van	4000
Brockway	E 8	....	153	S-32x6	S-32x6	Wis SU	4-4 x5	25.6	Zen	V	Eis	L-N	B-L	D	B-L 30	Spi	Col 53003	B	½ F	A	Col	Gem	Van	4000
Clinton	20 B	....	150	S-30x5	S-30x5	Buda WTU	4-3¾x5⅛	22.5	Zen	V	A Bos	A Bos	B-L	D	B-L 31	M-E	Cla B 501	S	½ F	A	Shu 5405	Ross	StM	3450
Clinton	20	....	150	S-30x5	S-30x5	Buda WTU	4-3¾x5⅛	22.5	Zen	V	A Bos	A Bos	B-L	D	B-L 31	M-E	Tim 6258	W	½ F	A	Tim 1250	Ross	StM	3450
Clydesdale	10 A	....	154	P-34x5	P-34x5	Con J-4	4-3¾x5	22.5	Zen	V	A Bos	A Bos	B-L	D	B-L 31	Spi	Tim 6258	W	½ F	A	Tim 1250	Ross	Smi	3250
Corbitt	25	....	140	S-34x5	S-34x5	Con S 4	4-4¼x4½	28.9	Str	V	A Bos	A Bos	B-L	D	B-L 31	Spi	She W-1501	W	½ F	A	She EA 500	Ross	Smi	4100
Defiance	G 2	....	128	S-35x5	S-35x5	Con J 4	4-3¾x5	22.5	Zen	V	A Bos	A Bos	Ful	D	Ful SU 2	Har	Eat 1000	B	½ F	A	Col 7000	Lav	StM	2900
Defiance	G L 2	....	140	S-35x5	S-35x5	Con J 4	4-3⅝x5	22.5	Zen	V	A Bos	A Bos	Ful	D	Ful SU 2	Har	Eat 1000	B	½ F	A	Col 7000	Lav	StM	3050
Diamond	TO4	....	132	S-36x4	S-36x5	HinHAA400	4-4 x5¼	25.6	Str	V	R Bos	None	Cov	D	Cov JUC	Spi	Tim 6258	W	½ F	A	Shu 510	Ross	StM	3300
Eagle	101	....	134°	P-34x5	P-34x5	Buda WTU	4-3¾x5⅛	22.5	Zen	G	Eis	ABos*	Cov	D	Cov C	M-E	Tor 1000	I	DD	A	Col 5000	Ross	Std	3800
Federal	R-3	1675	132	P-33x5	P-33x5	Con J-4	4-3¾x5	22.5	Zen	V	Eis	Remy	B&B	P	Det	Pet	Tim 6250	W	½ F	A	Tim 1250	Gem	Dis	2950

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	General: Chassis Price $	General: Standard Wheelbase (Ins.)	General: Tire Size: Front (Ins.)	General: Tire Size: Rear (Ins.)	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Engine: Rated H. P. (N. A. C. C.)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gear Set: Make and Model	Universal (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
Gramm-Bernstein....10	....	129	P-33x5	P-33x5	Lyc CT	4-3¾x5	22.5	Zen	G	A-L	A-L	Mun	D	MunAS11T23N	Pic	Sal 1483	B	½	FB	Sal 1453	Ross	Ind	2370
Gramm-Kincaid....233N	....	133°	P-30x5	P-30x5	Lyc CT	4-3¾x5	22.5	Zen	G	A-L	A-L	Mun	D	Mun T 23	Thei	Eat 1002	B	½	FB	Col 5300	Ross	.....	3485
Gramm-Kincaid....263N	....	133°	P-30x5	P-30x5	Con 8 R	6-3⅜x4½	27.3	Zen	G	A-L	A-L	Mun	D	Mun T 23	Thei	Eat 1002	B	½	FB	Col 5300	Ross	.....	3585
Guilder....B	1650	132	P-33x5	S-33x5	Buda WTU	4-3¾x5⅛	22.5	Zen	G	Eis	ABos	B-L	....	B-L 31	.....	Cla 366	S	½	F.	Shu 5405	Ross	Ind	3250
Guilder....B-6	1750	132	P-33x5	S-33x5	Con 8R	6-3⅜x4½	27.3	Zen	G	Eis	ABos	B-L	....	B-L 31	.....	Cla 366	S	½	F.	Shu 5405	Ross	Ind	3000
Hahn....B 2	1800	136	S-34x5	S-34x5	Her OX	4-4 x5	25.6	Str	G	Con	RBos	B-L	D	.....	Spi	Cla 365	S	½	FA	Wis 10 A	Ross	Opt	2900
§Larrabee-Deyo....X-21	....	138*	S-32x6	S-32x6	Con 8R-6	6-3¾x4½	27.3	Zen	G	ABos	ABos	B-L	D	B-L 31	Spi	Tim 5620	S	½	FA	Tim 1250	Gem	Smi	3550
Maccar....EX	....	138	P-34x5	P-34x5	Wis SU	4-4 x5	25.6	Zen	V	ABos	ABos	B-L	D	B-L 31	Spi	Sal 1526E	B	½	FA	Sal 1525E	Ross	Van	3400
Master....11	....	132	P-35x5	P-35x5	Buda WTU	4-3¾x5⅛	22.5	Zen	G	Wes	Wes	Ful	D	Ful SU	Spi	Tim 5511	B	½	FA	Tim	Ross	StM	3200
Menominee....HT	....	130	S*34x34	S*36x5	Wis SU	4-4 x5	25.6	Zen	V	Eis	ABos	Det	D	Cot AAU	Spi	Wis	W	½	FA	Shu	Ross	Std	3525
Northway Rocket.....	1390	138	S-32x4½	S-32x4½	Own R	6-3½x5	23.4	She	..	ABos	ABos	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ross	.....	2750
Patriot....17 R	....	129	P-30x5	P-32x6	Buda WTU	4-3¾x5½	22.5	Zen	V	ABos	ABos	B&B	P	.....	The	Tim 6258	W	½	FA	Shu	CAS	Bim	3200
§Reo....F	1185	128	P-33x5	P-33x5	Own F	4-4½x4½	40.8	Joh	G	N-E	N-E	Own	D	Own	Own	Own	S	½	FA	Own	Own	Mot	2705
Republic....75	....	124°	P-33x5	P-33x5	Lyc CT	4-3¾x5	22.5	Str	V	ABos	ABos	Ful	D	Ful	Spi	Eat (Tor)	I	DD	A	Eat	Lav	Nor	2700
§Ruggles....20 R	....	128	P-34x5	P-34x5	Her O	4-4 x5	25.6	Zen	G	Remy	Remy	B-L	D	B-L 31	Blo	Col 53000	S	½	FA	Col 5300	Jac	Nor	2950
Sanford....W6-12	....	151	S-30x5	S-30x5	Con 8-R-6	6-3⅜x4½	27.3	Str	G	Con	Dyn	Ful	D	Ful 5010	Spi	Eat	B	½	FA	Eat	Ross	Van	2960
Selden Pace Maker....24	....	144°	S-30x5	S-30x5	Her O	4-4 x5	25.6	Str	G	ABos	ABos	B-L	D	B-L 31	.....	Cla	B	FF	A	Cla	Ross	Van	3580
Selden Pace Maker....26	....	144°	S-30x5	S-30x5	Con 8R-6	6-3⅜x4½	27.2	Str	G	ABos	ABos	B-L	D	B-L 31	.....	Cla	B	FF	A	Cla	Ross	Van	3580
§Standard....75	....	134°	S-34x5	S-34x5	Con J4	4-3¾x5	22.5	Str	V	Eis	RBos*	B-L	D	B-L 31	Spi	Tim 6250	W	½	FA	Tim 1250	Gem	StM	3000
Stewart....16X	1295	130	P-33x5	P-33x5	Lyc	6-3¾x4½	25.3	Zen	G	Remy	Remy	Ful	D	Ful	.....	Cla	B	½	FA	.....	Gem	.....	2750
Stoughton....C	....	131	P-34x4½	P-34x4½	Own	6-3⅜x4½	27.3	Zen	V	Bos	Remy	Det	D	Own	The	Col 53000	S	½	FA	Col 5300	Ross	Bim	2650
§U.S.U.....	2085	138	P-34x5	P-34x5	Buda WTU	4-3¾x5⅛	22.5	Str	V	ABos	ABos	Ful	D	Ful LTU 5	Blo	Cla B501	S	½	FA	Shu 350	Lav	Sch	3400
United....20	....	130	P-30x5	P-30x5	Own	4-4 x5	25.6	Zen	V	ABos	.....	B-L	D	B-L	.....	Cla	B	½	FA	.....	Lav	.....	.....
United....25	....	131	S-30x5	S-30x5	Her OX	4-4 x5	25.6	Str	G	ABos	ABos	B-L	D	B-L 31	Blo	Col 53000	S	½	FA	Shu 310	Lav	Van	2910
Victor....25	1500	131	P-33x5	P-33x5	Her O	4-4 x5	25.6	Zen	V	A-L	A-L	Ful	D	Ful SU12	Pic	Col 5300	S	½	FB	Col 53000	Lav	Van	3000
1½ Ton																							
§Acme....20L	....	136	P-34x5	S*-34x5	d* Con 8R	6-3⅜x4½	27.3	Zen	V	ABos	ABos*	B-L	P	B-L	Blo	Tim 6258	W	½	FA	Tim 1452	Ross	Bim	3565
§Armleder....30	....	148°	S*-34x4	S*-34x6	Her OX	4-4 x5	25.6	Zen	V	ABos	ABos*	B-L	D	B-L	Spi	Tim	W	½	FA	Tim	Ross	StM	4400
Armleder....30B	....	148	S-34x4	S-34x6	Buda KBUI	4-4 x5¼	25.6	Zen	V	ABos	ABos	B-L	D	B-L	Spi	Tim	W	½	FA	Tim	Ross	StM	4400
Atterbury....24R	2450	150°	S*-34x4	S-34x6	Buda KTU	4-4 x5¼	25.6	Zen	V	ABos	ABos	B-L	D	B-L 31	Spi	Tim 6462	W	½	FA	Tim 1460	Gem	Arc	4750
§Autocar....F	....	97	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	RBos	.....	Own	P	Own F	Spi	Own F	R	FF	A	Own F	Ross	Hoo	3800
§Autocar....G	....	120	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	RBos	.....	Own	P	Own F	Spi	Own F	R	FF	A	Own F	Ross	Hoo	3900
Available....L-1½	....	154	S-34x4	S-34x5	Her O	4-4 x5	25.6	Zen	G	ABos	ABos	B-L	D	B-L 31	Spi	Cla B501	S	½	FA	Shu 5504	Ross	Bim	3600
Biederman.....	....	166°	S-34x5	S*-34x4d	Con 6M-6	6-3⅜x4½	27.3	Zen	G	Del	Del	B-L	D	B-L 31	Spi	Tim	W	½	FA	Shu	Ross	StM	4600
Brinton....C	2500	138	S-34x4	S-34x5	Con N	4-3¾x5	22.5	Str	G	ABos	None	B-L	D	B-L	Spi	Tim 6560	W	½	F.	Tim 1542	Ross	Sch	3900
Buck....34	....	160°	P-32x6	P-32x6	Con S4	4-4¼x4½	28.9	Zen	V	ABos	ABos	B-L	D	B-L 31	Spi	Tim 6258	W	½	FA	Tim 1460	Ross	Smi	3600
Buck....36	....	160°	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Zen	V	ABos	ABos	B-L	D	B-L 31	Spi	Tim 6258	W	½	FA	Tim 1460	Ross	Smi	3500
Chicago.....	....	145	S*-34x34	S*-34x5	Her OX	4-4 x5	25.6	Zen	G	Apo	A-L*	B-L	D	B-L 31	Pet	Tim 6462	W	½	FA	Tim 1460	Ross	StM	4000
Clydesdale....12	....	152	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Str	V	ABos	ABos	B-L	D	B-L 31	Spi	Tim 6258	W	½	FA	Tim 1250	Ross	Smi	3600
Clydesdale....14	....	174	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Str	V	ABos	ABos	B-L	D	B-L 31	Spi	Tim 6258	W	½	FA	Tim 1250	Ross	Smi	3700
§Commerce Super....11	....	142	S-34x5	S-36x6	Con S4	4-4¼x4½	28.9	Zen	V	ABos	ABos	Ful	D	Ful SU12	Blo	Cla B-501	S	½	FA	Fli	Ross	Smi	3575
Concord....EO	2500	135	S-32x6	S-32x6	Buda GBU	4-4 x5¼	25.6	Zen	V	ABos	ABos	B-L	D	B-L	Spi	Tim 6352	W	½	FA	Tim 1452	Ross	Arc	3500
Dart....S	....	....	S-34x3½	S-34x6	Buda WTU	4-4¼x5⅛	22.5	Zen	..	Eis	.....	Ful	D	Ful	Spi	Tim	W	½	.....	.....	.....	.....	.....
Day-Elder....G	....	128°	S*-34x4	S*-34x5	Buda WTU	4-3¾x5⅛	22.5	Zen	V	Eis	ABos*	B-L	D	B-L 20B	Spi	Tim 6258	W	½	FA	Col 7018	Gem	Van	3700
Defiance....A	....	140	S-34x4	S-34x6	Wis CAU	4-3¾x5	22.5	Zen	V	A-L	A-L	Ful	D	Ful	Spi	Own	W	½	FA	Tim 1520	Lav	StM	3365
Defiance....D2	....	140	S-35x5	S-36x6	Con J 4	4-3¾x5	22.5	Zen	G	A-L	ABos	Ful	D	Ful SU 2	Har	Wis 66	R	½	FA	Col 7000	Lav	StM	3200
Defiance....F	....	128	S-35x5	S-35x5	Con S4	4-4¼x4½	28.9	Zen	V	A-L	A-L	B&B	P	Det	Spi	Own	B	½	FA	Own	Lav	.....	3210
Denby....41A	....	128	P-34x5	P-36x6	Her O	4-4 x5	25.6	Zen	G	A-L	A-L	Ful	D	Ful	U-P	Col	S	½	F.	Con	Ross	StM	3315
Diamond....T-3-4	....	160°	S-36x4	S-36x7	Her OX	4-4 x5	25.6	Str	V	RBos	None	Cov	D	Cov JUC	Spi	Tim 6462	W	½	FA	Shu 510	Ross	StM	4500
Diehl....B	....	120	.....	.....	H-S 7000	4-3½x5	19.6	Zen	G	ABos	None	M-E	P	Dur O2500B	M-E	Tor S327	I	DD	..	Sal 1544 E	Ross	Way	2500
Dixon....D	2395	146	S-34x5	S-34x5	Con S-4	4-4¼x4	28.9	Zen	G	ABos	ABos	Ful	D	Ful GU-8	Spi	Col	S	FF	A	Tim 1520	Ross	StM	3700
Duplex....GH	....	138	P-35x5	P-36x6	Buda WTU	4-3¾x5⅛	22.5	Zen	V	ABos	ABos	Cov	D	Cov	Pet	She	W	½	FA	She	Ross	Mot	3900
Fageol....230	3150	150	S-36x4	S-36x7	Wau V	4-4 x5	25.6	Zen	V	RBos	RBos	B-L	D	B-L 35	Spi	Tim 6462	W	½	FA	Tim1460DXZ	Ross	Van	5200
Federal....S25	....	144	P-30x5	P-32x6	Kni	4-3⅝x4½	21.0	Zen	V	A-L	A-L	B&B	P	Own	U-M	Tim 5620	S	½	FA	Own	Gem	Mot	....
§Federal....S26	....	156	P-32x6	P-34x7	Kni	4-3⅝x4½	21.0	Zen	V	A-L	A-L	B&B	P	Own	U-M	Tim 5620	S	½	FA	Own	Gem	Mot	....
Fisher Fast Freight.....	....	146	S-30x5	S-32x6	Con S4	4-4¼x4½	28.9	Str	V	ABos	ABos	Lon	D	M. M.	Blo	Col Spec R	B	FF	A	Col Spec R	Gem	Own	3500
Flint Road King.....	....	130*	P-34x5	P-34x5	Her O	4-4 x5	25.6	Zen	G	A-L	A-L	B&B	D	W-G Spec	Spi	Fli Spec	B	FF	..	Fli Spec	Lav	Hay	3320
Front Drive....FT	2800	120	S-36x6	S*-36x6d	Buda CTU	4-3¾x5¼	22.5	Zen	V	Spl	Opt	B&B	P	Own FP	Own	Own D-2	W	½	FB	Own FTT	Ross	Std	3350
Garford....30	....	144	P-32x6	P-32x6	.....	4-4 x5¼	25.6	....	V	....	....	Own	D	Own	.....	.....	W	½	FA	Own	.....	.....	4450
§Gary....G15	2690	144	S-36x4	S-36x7	Buda KBUI	4-4 x5¼	25.6	Str	V	Eis	None	Ful	D	Ful TU-3	Blo	Tim 6462	W	½	FA	Tim 1520	Ross	Pru	4500
G. M. C....K32	....	154	P-36x6	P-36x6	Cwn K-32	4-39/16x6	20.3	Mar	G	Eis	Remy	Own	D	Own K-32	U-M	Own K-32	B	½	FE	Own K-32	Own	Kel	3686
Gotfredson....30B	....	144	P-32x6	P-36x6	Buda WTU	4-3¾x5½	22.5	Zen	V	RBos	Remy	B&B	D	B-L 31	Spi	Cla B501	S	½	FA	Sal 1546E	Gem	Van	3500
Graham Bros....CB	1280	140	S-34x5	S-36x6	Dodge	4-37/16x4½	24.1	Ste	V	N-E	N-E	Dod	D	Dod	U-P	Own	S	½	FA	Dod	Dod	StM	3130
Graham Bros....FB	1330	158	S-34x5	S-36x6	Dodge	4-37/16x4½	24.1	Dod	V	N-E	N-E	Dod	D	Dod	U-P	Own	S	½	FA	Dod	Dod	StM	3180
Graham Bros....MB	1345	140	S-32x6	S*-32x6d	Dodge	4-37/16x4½	24.1	Dod	V	N-E	N-E	Dod	D	Dod	U-P	Own	S	½	FA	Dod	Dod	StM	3130
Graham Bros....LB	1395	158	S-32x6	S*-32x6d	Dodge	4-37/16x4½	24.1	Dod	V	N-E	N-E	Dod	D	Dod	U-P	Own	S	½	FA	Dod	Dod	StM	3180
§Gramm-Bernstein....115	....	146	P-34x5	S-34x5	Lyc C-4	4-4 x5	25.6	Zen	G	A-L	A-L	Mun	D	MunAS11T23n	Pic	Eat 53000	S	½	FA	Col 5000	Ross	Ind	3660
Gramm-Kincaid....343N	1420	133	S-30x5	S-30x5	Lyc CT	4-3¾x5	22.5	Zen	G	A-L	A-L	Mun	D	Mun T23	Thei	Eat 1002	S	½	FB	Col 5300	Ross	Ind	3485
Gramm-Kincaid....363N	1690	133	S-30x5	S-30x5	Con 8R	6-3⅜x4½	27.3	Zen	G	A-L	A-L	Mun	D	Mun T23	Thei	Eat 1002	S	½	FB	Col 5300	Ross	Ind	3585
Grass Premier....45	1750	140	P-30x5	P-32x6	Lyc C	4-4 x5	25.6	Str	V	Opt	ABos	B-L	D	B-L 31	Spi	Tim 5620	S	½	FB	Con	Ross	Van	3300
Grass Premier....60	2600	144	S-34x5	S-34x6	Wau FU	4-4 x5¾	25.6	Str	V	Opt	ABos	B-L	D	B-L 35	Spi	Tim 6462	W	½	FB	Con	Ross	StM	4400
Guilder....D-6	2350	132	P-32x6	P-34x7	Con 8R	6-3⅜x4½	27.3	Zen	G	Eis	ABos	B-L	D	B-L 31	M-E	Cla 501	S	½	F.	Shu 5410	Ross	Van	3250
Hahn....0	2400	138	S-32x6	P-34x5d	Her OX	4-4 x5	25.6	Str	G	RBos	RBos	B-L	D	.....	Spi	Wis 40A	R	...	A	Wis 10A	Ross	Opt	3800
§Indiana....11A	....	114	.....	P-34x7	Her OX	4-4 x5	25.6	Str	G	Eis	None	B&B	P	B-L 31	Blo	She W-1501	W	½	FA	Sal-D	Ross	Bim	3600
Indiana....15	....	145°	S-34x3½	S-34x6	Her OX	4-4 x5	25.6	Str	G	Eis	A-I*	B&B	P	B-L 35	Spi	She W-1501	W	½	FA	She33FA500	Ross	Bim	4113
International....33	....	128	S-36x4	S-36x6	Own 33	4-3¾x5	22.5	Own	G	RBos	None	Own	D	Own 33	Own	Own 33	I	DD	A	Own 33	Own	Own	4070
International....SD	....	110	P-30x5	P-32x6	Lyc Spec	4-3½x5	19.6	Zen	G	Remy	Remy	Lon	P	Own	MM	Eat	B	½	FA	Eat	CAS	.....	3000
International....SL	....	150	P-30x5	P-30x5	Lyc Spec	4-3½x5	19.6	Zen	G	Remy	Remy	Lon	P	Own	MM	Eat	B	½	FA	Eat	CAS	.....	3270
Kearns....0	....	136*	S-32x6	S*-32x6d	Her OX	4-4 x5	25.6	Zen	..	A-L	A-L	Ful	D	Ful	.....	She	W	½	F.	.....	Ross	.....	3900
Kelly-Springfield....K70	2900	150	S-36x4	S-36x7	Con K-4	4-4½x5¼	27.2	Zen	G	Eis	Opt	B&B	D	B-L 51	Spi	Own	W	½	FA	Own	Ross	StM	5887
Kenworth....OL	2250	140	S-30x5	S-30x5	Buda WTU	4-3¾x5⅛	22.5	Str	B	Remy	Remy	B-L	D	B-L 31	Spi	She W 1501	W	½	FA	She33FA500	Ross	Smi	4200
King Zeitler....30	....	140°	S*-34x5	S*-34x6	Con S4	4-4¼x4½	28.9	Str	B	Eis	ABos*	B-L	D	B-L 31	Pic	Tim 6258	W	½	FA	Tim 1460	Ross	StM	3750
Kissel....1975	152	S*-36x34	S*-36x6	Own 40000	4-3½x5½	24.1	Str	B	Eis	Rey*	W-G	D	W-G T-38L	Spi	Tim 6462	W	½	FA	Tim 1526	Jac	Pru	4100
Kleiber....3100	147	S*-36x4	S*-36x7	Con K4	4-4½x5¼	27.2	Str	V	RBos	None	B-L	D	B-L 50	Spi	Tim 6462	W	½	FA	Tim 1544 B	Ross	Smi	4300
Lange....1½	2950	145°	S*-34x4	S*-34x6	Con J4	4-3¾x5	22.5	Str	V	Apo	None	B-L	D	B-L 35	Pet	Tim 6462A	W	½	FA	Tim 1526	Ross	Hoo	4925
§Larrabee....XJ	....	168	S-34x7	S-34x7	Con 8R-6	6-3¾x4½	27.3	Zen	G	ABos	ABos	B-L	D	B-L 31	Spi	She W-1501	W	½	FA	She D485	Ross	Smi	4200
LeMoon....GPI-1½	....	Opt	S-34x4	S-34x6	Con S-4	4-4¼x4½	28.9	Str	G	ABos	ABos*	B-L	D	B-L 31	Spi	Tim 6258	W	½	FA	Tim 1452	Ross	StM	3400
Luedinghaus.....	....	144°	S*-34x3½	S*-34x5	Wau Y	4-4 x5¼	25.6	Zen	G	Spl	Dyn*	B-L	P	B-L 31	Spi	Wis 800H	W	½	FA	Shu 510	Lav	.....	4500
Mack....AB	....	146½°	S-36x4	S-36x34d	Own AB	4-4 x5	25.6	Str	G	Spl	N-E*	Own	D	Own AB	Spi	Own AB	C	DD	B	Own AB	Own	.....	.....
Mack....AB	....	146½°	S-36x4	S-36x34d	Own AB	4-4 x5	25.6	Str	G	Spl	N-E*	Own	D	Own AB	Spi	Own AB	R	FF	B	Own AB	Own	.....	.....
Master....21	2290	142	S-34x4	S-34x6	Buda KBUI	4-4 x5¼	25.6	Zen	V	Eis	None	Ful	B	Ful SU	Spi	Tim 1646B	W	½	FA	She 550	Ross	Pru	4300
Menominee....H	....	144	S*-36x34	S*-36x5	Wis SU	4-4 x5	25.6	Zen	V	Eis	ABos	Det	D	Cot AAU	Spi	Wis 800H	W	½	FA	Shu 510	Ross	Std	4220
Moreland....BX	2275	132	S-36x3½	S-36x7	Her OBX	4-4 x5	25.6	Zen	G	A-L	A-L	B-L	D	B-L 31	Pet	Tim 6467S	W	½	FA	Tim 1460	Ross	Smi	4125
Noble....A-21	2240	144	S-32x6	S-34x7	Buda WTU	4-3¾x5⅛	22.5	Zen	V	Eis	ABos	Ful	D	Ful LTU5	Blo	She 1501	W	½	FR	Shu 310	Ross	Bim	3800
Ogden....D2	....	136	S-36x3½	S-36x5	Con J-4	4-3¾x5	22.5	Zen	V	Eis	Remy	B-L	D	B-L	Pic	Tim 6462	W	½	FA	Tim	Ross	Bim	3400
Patriot....30	....	144	S-36x4	S-36x7	Buda WTU	4-3¾x5½	22.5	Zen	V	ABos	ABos	B-L	D	B-L 35	The	Tim 6462	W	½	FA	Shu	Ross	Bim	4250
Perdel 1B (Low bed)...	2800	156	P-30x5c	P-32x6	Her	4-4 x5	25.6	Str	G	A-L	A-L	Ful	D	Ful SU2	The	Own	C	DD	B	Own	Jac	Own	4800
Rainier....R36	2590	149	S*-34x3½	S-34x6	Con K-4	4-4½x5¼	27.2	Zen	V	Eis	Del*	B-L	D	B-L 30	Spi	Tim 6462	W	½	FA	Tim 1526	Ross	Jon	2900
Republic....85	....	146°	P-34x4	P-34x5	Lyc CT	4-3¾x5	22.5	Str	V	ABos	ABos	Ful	D	Ful	Spi	Eat	I	DD	B	Eat	Lav	Nor	3400

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	General: Chassis Price $	General: Standard Wheelbase (Ins.)	General: Tire Size: Front (Ins.)	General: Tire Size: Rear (Ins.)	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Engine: Rated H. P. (N. A. C. C.)	Engine: Fuel System: Carbureter (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gear Set: Make and Model	Universal (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
Ruggles	....	148	S-30x5	S*-32x6d	Her O	4-4 x5	25.6	Zen	G	Remy	Remy	L-L	D	B-L 31	Spi	Col 53000	S	½ F	A	Col 5300	Jac	Nor	3600
§Rumely	2150	144	S*-36x3½	S*-36x5	Buda CTU	4-3¾x5¼	22.5	Str	G	Eis	ABcs[d]	Ful	D	Ful LTU5	Blo	She 1501W	W	½ F	A	Shu 510	Gem	....	4050
Sandow	....	138	S-34x4	S-34x6	Buda WTU	4-3¾x5⅛	22.5	Str	V	Eis	None	Ful	D	Ful TU ¾	Spi	She 1501 W	W	½ F	..	.....	Ross	Opt	3595
Sanford	W6-15	151	P-32x6	P-32x6	Con-8R-6	6-3⅜x4½	27.3	Str	G	Con	Dyn*	Ful	D	Ful SU 10	Spi	She 1501	W	½ F	A	She 33FA	Ross	Van	3665
Schacht	H	2500	144	S-34x4	S-34x7	Wis SU	4-4 x5	25.6	Zen	V	RBos	None	Ful	D	Ful GU7	Blo	Wis 660D	R	F F	A	Shu 510	Ross	....	4500
Service	34	....	151	S-36x4	S*-36x7d	Buda KBU-I	4-4 x5½	25.6	Zen	V	Eis	Remy	B&B	P	B-L 35	Spi	Tim 6462	W	½ F	A	Tim 1526	Ross	Int	5350
Standard	1½ K	....	144°	S-34x4	S-34x5	Con J-4	4-3¾x5	22.5	Str	V	Eis	RBo*	B-L	D	B-L 31	Spi	Tim 6352	W	½ F	A	Tim 1452	Gem	StM	3466
Sterling	DW-8	....	142	S-32x6	S-32x6	Own V	4-4 x5	25.6	Zen	V	Eis	.....	B-L	D	B-L 31	Spi	.....	W	½ F	..	Tim	Ross	.....	4000
Stewart	17	1595	145	S-32x6	S-32x6	Lyc C	4-4 x5	25.6	Zen	G	Remy	Remy	Ful	D	Ful LTU 4	Spi	Cla B-501	S	½ F	B	Col 7003	Ross	Cla	3200
Stewart	17X	1695	145	P-32x6	P-32x6	Lyc	6-3¼x4½	25.3	Zen	G	Remy	Remy	Ful	D	Ful	....	Cla	B	½ F	A	.....	Gem	.....	3450
Stoughton	B	....	140	S-36x3½	S-36x5	Wau	4-3¾x5¼	22.5	Str	G	Eis	.....	B-L	....	B-L 30	Spi	Shel 1501	W	½ F	..	She133FA500	Ross	Bim	3800
Stoughton	BJ	....	140	S-34x5	S-34x5	Own	6-3⅝x5	31.5	Zen	V	Remy	Remy	B-L	....	B-L 30	Opt	Col 53000	S	½ F	..	Col 5300	Ross	Bim	3250
Traylor	B	1800	140	P-34x3½	P-34x6	Buda WU	4-3¾x5⅛	22.5	Zen	G	Spl	Wes†	Cov	D	Cov MUSC	M-E	She W-1501	W	½ F	A	She33FA500	Ross	Sch	4300
§Union	E	....	150	P-34x7	P-34x7	Wis Y	6-3⅜x5	27.3	Zen	V	ABos	ABos	Ful	D	Ful GU-14	U-M	Wis 470	R	½ F	B	Shu 5410	Jax	Ind	4120
§United	30	....	148	P-34x5	P-34x5	Her OX	4-4 x5	25.6	Str	G	ABos	ABos	B-L	D	B-L 31	Blo	Col 53000	S	½ F	A	Shu 310	Lav	Van	2940
§U. S. N.		2475	144°	P-36x3½	P-36x6	Buda	4-3¾x5⅛	22.5	Str	V	ABos	ABos[d]	Ful	D	Ful LTU 5	Blo	Cla I-D	I	DD	A	Shu 350	Lav	Sch	4070
Victor	40	1650	135	S-34x3½	S*-34x5d	Her OX	4-4 x5	25.6	Zen	G	Eis	.....	Ful	D	Ful SU12	U-M	Wis 51	R	½ F	A	Shu 5410	Lav	Smi	4010
Wachusett	J	....	148	S-36x6	S-36x6	Con J4	4-3¾x5	22.5	Zen	V	ABos	ABos	B-L	D	B-L 35	Har	Tim 6352	W	½ F	..	Tim 1452	Ross	Smi	3300
Wilcox	BB	2550	135	S-36x4	S-36x5	Own BD	4-4¼x5	28.9	Str	G	ABos	Wes	Own	D	Own Q	Own	Wal 2A	R	½ F	B	Shu 550	Own	.....	4600
Wichita	30 U	....	144	S-36x3½	S-36x6	Wau BUX	4-3¾x5¼	22.5	Str	..	.....	.....	B-L	D	B-L	The	She	W	½ F	A	She	Ross	.....	....
Winther	34	2450	140	S-34x4	S-34x5	Wis SU	4-4 x5	25.6	Str	V	ABos	ABos	Ful	D	Ful	Pet	Own	I	..	B	Tim	Lav	Own	3500
Winther	434	2850	132	S-34x5	S-34x5	Wis SU	4-4 x5	25.6	Str	V	ABos	ABos	Ful	D	Ful	Pet	Own	I	..	B	Own	Lav	Own	4225
Wisconsin	B	1850	136	S-33x5	S-32x6	Wau Y	4-4 x5¼	25.6	Str	V	Opt	ABos	B-L	D	B-L 31	Spi	Tim 5511	W	½ F	A	Tim	Ross	Bim	3200
Witt-Will	N	2575	144	S-36x3½	S-36x6	Con S-4	4-4¼x4½	28.9	Zen	G	Eis	None	B-L	D	B-L 35	Spi	Tim 6460	W	½ F	A	Tim 1520	Ross	Arc	4000
2 Ton																							
Acme	41	....	150	S-34x4	S*-34x8d	Con S4	4-4¼x4½	28.9	Zen	V	ABos	.....	B-L	D	B-L	Blo	Tim 6462	W	½ F	A	Tim 1520	Ross	Bim	4650
Autocar	F	....	97	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	RBos	.....	Own	P	Own F	Spi	Own F	R	F F	A	Own F	Ross	Hoo	3800
Autocar	G	....	120	S*-34x4	S*-34x6	Own 2	2-4¾x4½	18.1	Str	G	RBos	.....	Own	P	Own F	Spi	Own F	R	F F	A	Own F	Ross	Hoo	3900
Autocar	FH	....	114	S*-34x5	S-34x7	Own H	4-4 x5½	25.6	Str	G	RBos	L-N*	....	....	Own Y	Spi	Own H	R	F F	A	Own FH	Ross	Hoo	5100
Autocar	GK	....	138	S*-34x5	S*-34x7	Own H	4-4 x5½	25.6	Str	G	RBos	L-N*	....	....	Own Y	Spi	Own H	R	F F	A	Own FH	Ross	Hoo	5200
Available	L-2	....	152	S-36x4	S-36x6	Her O	4-4 x5	25.6	Zen	G	ABos	ABo*	B-L	D	B-L 31	Spi	Tim 6466	W	½ F	A	Shu 550	Ross	Bim	4750
§Bethlehem	GN	2495	137½	S-36x4	S-36x7	Own GN	4-4 x5¼	25.6	Zen	V	ABos	G&D	B & B	P	Ful	Spi	Wis 60A	R	½ F	A	She D343	Lav	Smi	4100
Brockway	S	....	140	S-34x4	S*-34x6d	Wis SU	4-4 x5	25.6	Zen	V	Eis	L-N	B-L	D	B-L 30	Spi	Tim 6462	W	½ F	A	Tim 1452	Ross	Hoo	4050
Brockway	SK	....	147	S-34x4	S*-34x6d	Con K4	4-4⅛x5¼	27.2	Zen	V	Eis	L-N	B-L	D	B-L 35	Spi	Tim 6462	W	½ F	A	Tim 1452	Ross	Hoo	4200
Buck	44	....	160°	S*-36x4	S*-36x7	Con S4	4-4¼x4½	28.9	Zen	V	ABos	ABos	B-L	D	B-L 35	Spi	Tim 6462	W	½ F	A	Tim 1460	Ross	Smi	5000
Buck	46	....	160°	S*-36x4	S*-36x7	Con 8R	6-3⅜x4½	27.3	Zen	V	ABos	ABos	B-L	D	B-L 31	Spi	Tim 6462	W	½ F	A	Tim 1460	Ross	Smi	4800
Casco	C	2700	130	S-32x6	S-36x8	Buda WTU	4-3¾x5⅛	22.5	Zen	V	A Bos	ABos	Ful	D	Ful GU 12	Spi	Wis 66A	R	½ F	A	Wis 10 A	Woh	Arc	4650
Casco	D	2950	170	S-32x6	S-36x8	Buda WTU	4-3¾x5⅛	22.5	Zen	V	A Bos	A Bos	Ful	D	Ful GU 12	Spi	Wis 66A	R	½ F	A	Wis 10 A	Woh	Arc	4850
§Clinton	45	2840	163	S*-34x4	S-34x4d	Buda KTU	4-4 x5¼	25.6	Zen	G	A Bos	A Bos	B-L	D	B-L 35	M-E	Tim 6462	W	½ F	A	Tim 1520	Ross	StM	4875
Clydesdale	9	....	160	S-34x4	S-34x6	Con S-4	4-4¼x4½	28.9	Zen	V	A Bos	ABos[d]	B-L	D	B-L 35	Spi	Tim 6462	W	½ F	A	Tim 1460	Ross	Smi	4600
Commerce	S14	....	146	S-36x4	S-36x7	Con S-4	4-4¼x4½	28.9	Zen	V	A Bos	A Bos	B-L	D	B-L	U-M	Tim 6462	W	½ F	A	Tim 1460	Ross	.....	4245
Concord	G	3250	140	P-36x6	S-36x8	Buda GBU	4-4 x5½	25.6	Zen	V	Eis	None	B-L	D	B-L 35	Spi	Tim 6566	W	F F	A	Tim 1544	Ross	Arc	4150
Concord	H	3700	150	P-36x6	P-38x7	Buda EBU	4-4¼x5½	28.9	Zen	V	Eis	A Bos	B-L	D	B-L 51	Spi	Tim 6460	W	½ F	A	Tim 1520	Ross	Arc	4250
Corbitt	C	....	148	S*-36x4	S*-36x7	Con K-4	4-4⅛x5¼	27.2	Str	V	Eis	ABo*	B-L	D	B-L 35	Spi	She W-103	W	½ F	A	She 3FA10	Ross	Bim	5265
Day-Elder	H	....	144°	S*-34x4	S*-34x5	Buda WTU	4-3¾x5⅛	22.5	Zen	V	Eis	ABo*	B-L	D	B-L 31	Spi	Tim 6462	W	½ F	A	Col 7018	Gem	Van	4100
Day-Elder	HST	....	144°	S*-34x4	S*-34x6	Buda WTU	4-3¾x5⅛	22.5	Zen	V	Eis	ABo*	B-L	D	B-L 31	Spi	Tim 6462	W	½ F	A	Col 7018	Gem	Van	4100
Day-Elder	HSM	....	144°	S*-34x4	S*-34x5	Buda KBU	4-4 x5¼	25.6	Zen	V	Eis	ABo*	B-L	D	B-L 31	Spi	Tim 6462	W	½ F	A	Col 7018	Gem	Van	4300
Day-Elder	HSMT	....	144°	S*-34x4	S*-34x6	Buda KBU	4-4 x5¼	25.6	Zen	V	Eis	ABo*	B-L	D	B-L 31	Spi	Tim 6462	W	½ F	A	Col 7018	Gem	Van	4300
Defiance	E2	....	140	S-35x5	S-38x7	Con J-4	4-3¾x5	22.5	Zen	V	A Bos	A Bos	Ful	D	Ful GU 10	Har	Wis 66	R	½ F	A	Col 7000	Lav	StM	3865
Denby	33	....	144	S-36x3½	S-36x7	Con J-4	4-3¾x5	22.5	Zen	G	Eis	.....	Ful	D	Ful	U-P	Cla	I	Dp	..	Con	Ross	StM	3800
Dixon		2800	146	S-34x4	S-34x7	Con S4	4-4¼x4½	28.9	Zen	V	A Bos	A Bos	Ful	D	Ful GU 7	Spi	Tim 6462	W	½ F	A	Tim 1520	Ross	StM	4450
Duplex	A	....	160	S*-34x4	S*-36x7d	Hin HAA	4-4x5¼	..	25.6	Str	V	Eis	Wes	Cov	D	Cov RU3C	Pet	She W-103	W	½ F	A	She D343	Ross	Mot	4400
Eagle	104	....	130°	S*-34x4	S-34x8	Buda KTU	4-4 x5¼	25.6	Zen	G	Eis	None	Cov	D	Cov NUC	M-E	Rus 6005-I	I	Dp	A	Col 7000	Ross	StM	4300
Fageol	235	3750	150	S-36x4	S*-36x7d	Wau FU	4-4x5¾	25.6	Zen	V	R Bos	R Bos	B-L	D	Own A	Spi	Tim 6462	W	½ F	A	Tim 1460 DXC	Ross	Van	5500
Federal	S27	....	144	S-34x4	S-34x5	Kni	4-3⅝x4½	21.0	Zen	V	A-L	A-L	B&B	P	Own	U-M	Tim 6462	W	½ F	A	Own	Gem	Mot	....
Gotfredson	41	....	146½	S-36x4	S*-36x8d	Buda KBUI	4-4 x5¼	25.6	Zen	V	R Bos	Remy	B&B	P	B-L 35	Spi	Tim 6462	W	½ F	A	Tim 1460	Gem	M–M	5300
Gramm-Kincaid	443N	1780	133°	P-32x6	P-32x6	Lyc C4	4-4 x5	25.6	Zen	G	A-L	A-L	Mun	D	Mun T 23	Thei	Eat 1502	S	½ F	B	Col 5300	Ross	.....	....
Gramm-Kincaid	463M	2050	133°	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Zen	G	A-L	A-L	Mun	D	Mun T 23	Thei	Eat 1502	S	½ F	B	Col 5300	Ross	.....	....
Grass Premier	70	2650	144	S-34x5	S-34x7	Wau V	4-4x5¼	27.2	Str	V	Eis	Eis	B-L	D	B-L 35	Spi	Tim 6462	W	½ F	B	Con	Ross	Bim	4400
Guilder	E	2975	152	S-36x4	S*-36x4d	Buda KBU-I	4-4 x5¼	25.6	Zen	G	Eis	A Bos	B-L	D	B-L 51	M-E	Wis 660	R	F F	..	Shu 5410	Ross	Van	5100
Guilder	E6	3350	152	P-32x6	P-36x8	Buda 6	6-3¾x5	33.8	Zen	G	A Bos	A Bos	B-L	D	B-L	M-E	Wis 660	R	F F	A	Shu 5410	Ross	Van	....
Hahn	K	2850	140°	S-36x4	S-36x7	Con K4	4-4⅛x5¼	27.2	Str	G	Spl	Del	B-L	D	.....	Spi	Tim 6462	U	..	A	Tim 1520	Ross	Opt	4700
Hug	HA	2085	118	P-34x5	P-34x5d	Buda WTU	4-3¾x5.5	22.5	Zen	V	A Bos	.....	Ful	D	Ful	Blo	Wis	R	½ F	A	Wis	Ross	Van	3670
International	43	....	130	S*-36x4	S*-36x7	Own 43	4-3¾x5	22.5	Own	G	R Bos	Own	Own	D	Own 43	Own	Own 43	I	Dp	B	Own 43	Own	Own	4790
Kearns	N1	....	136°	S-34x4	S*-34x7d	Her O	4-4 x5	25.6	Zen	..	A Bos	....	Ful	D	Ful	.....	She	W	..	..	.....	Ross	.....	....
Kenworth	M	3100	150	S-36x4	S-36x7	Buda KBU	4-4 x5¼	25.6	Zen	V	R Bos	Remy	B-L	D	B-L 35	Spi	She W-103	W	½ F	A	She D343	Ross	Smi	4620
King Zeitler	40	....	156°	S*-34x5	S*-34x7	Con S4	4-4¼x4½	28.9	Str	G	Eis	ABos[d]	B-L	D	B-L 31	Pic	Tim 6462	W	½ F	A	Tim 1526	Ross	StM	4300
King Zeitler	42A	....	156°	P-32x6	P-34x7	Con 6M-6	6-3⅜x4½	27.3	Str	G	A Bos	A Bos	B-L	D	B-L 31	Pic	Tim 5620	S	½ F	A	Tim 1460	Ross	StM	3750
Lehigh		1695	146	S-32x6	S-32x6	Her O	4-4x5	25.6	Zen	V	A Bos	A Bos	Cov	D	Cov JUC	Pet	Eat 1502	S	½ F	A	Eat 750	Ross	Van	3270
LeMoon	GP-2	....	Opt	S-34x4	S-34x7	Con S4	4-4¼x4½	28.9	Str	G	A Bos	A Bos	B-L	D	B-L 31	Spi	Tim 642	W	½ F	A	Tim 1520	Ross	StM	6300
Maccar	46	....	150	S-32x6	S-34x7	Wis Y	6-3⅜x5	27.3	Zen	V	Remy	Remy	B-L	D	B-L 35	Pic	Wis-70	R	½ F	A	Shu 5410	Ross	Van	4700
Mack	AB	....	146½	S-36x4	S-36x4d	Own AB	4-4¼x5	28.9	Str	G	Spl	N-E*	Own	D	Own AB	Spi	Own AB	C	Dp	B	Own AB	Own	.....	....
Mack	AB	....	146½	S-36x4	S-36x4d	Own AB	4-4¼x5	28.9	Str	G	Spl	N-E*	Own	D	Own AB	Spi	Own AB	R	F F	B	Own AB	Own	.....	....
Moreland	EC	3780	178	P-34x5	P-34x5	Con K-4	4-4⅛x5¼	27.3	....	V	Spl	Opt	B-L	D	B-L 51	Pet	Tim 6414	W	½ F	..	Tim 1550	Ross	Budd	4590
§Nash	3018	2150	144	S*-34x4	S*-34x7	Own 4	4-3¾x5¼	22.5	Str	G	Eis	A-L	B&B	P	D-G C	Own	Cla 2D	I	F F	B	Own 3018	Ross	Lav	A-W	3850
National	M	....	137°	P-34x5	P-36x6	Wau Y	4-4x5¼	25.6	Zen	G	A Bos	A Bos	B-L	D	B-L 30	Spi	Tim 6460	W	½ F	A	Tim 1520	Ross	Van	4000
Noble	B31	2900	162°	S*-36x4	S*-36x7	Buda GTU	4-4x5¼	25.6	Str	V	Spl	A Bos	Ful	D	Ful GU7	M-E	She 103	W	½ F	A	She D-343	Lav	Bim	4850
Oshkosh	AW	3080	130	P-36x6	P-36x6	Wis SU	4-4x5	25.6	Str	V	A-L	A-L	B-L	D	B-L 35	Pet	Own A	B	F F	A	Own A	Ross	Roy	4250
Oshkosh	AAW	3180	165	S-36x6	P-36x6	Wis SU	4-4x5	25.6	Str	V	A-L	A-L	B-L	D	B-L 35	Pet	Own AA	B	F F	A	Own AA	Ross	Roy	4350
Patriot	35	....	144	S-36x4	S-36x7	Hin 400	4-4x5¼	25.6	Zen	V	A Bos	....	B-L	D	B-L 35	The	Tim 6462	W	½ F	A	Shu	Ross	Bim	4400
Penn		2300	144	S-34x5	S-38x7	Buda WU	4-3¾x5⅛	21.0	Zen	G	A Bos	A Bos	Ful	D	Ful SU	Spl	She W1501	W	½ F	..	Tor AA3	Ross	Smi	3975
Pennford		925	138	S-30x3½	S-34x5	Himico	4-3¾x4	22.5	Hol	G	Ford	Ford	Hin	D	Hin	U-P	She W1002	W	½ F	..	Ford	Ford	Hoo	2800
Pierce Arrow	XA	3300	150	S*-36x4	S*-36x5	dOwn XA	4-4x5½	25.6	Str	P	Del	Del	Own	D	Own XA	Spi	Own XA	W	½ F	A	Own XA	Own	.....	6280
Rainier	R28	3090	157	S*-34x4	S*-34x8	Con K4	4-4⅛x5¼	27.2	Zen	V	Eis	Del*	B-L	D	B-L 35	Spi	She W-103	W	½ F	A	She D-370	Ross	Ion	4900
Rainier	R28	3190	175	S*-34x4	S*-34x8	Con K4	4-4⅛x5¼	27.2	Zen	V	Eis	Del*	B-L	D	B-L 35	Spi	She W-103	W	½ F	A	She D-370	Ross	Ion	5050
Rehberger	A	....	162	S-36x4	S-36x7	Buda KTU	4-4x5¼	24.3	Zen	G	R Bos	R Bo*	B-L	D	B-L 35	Spi	Tim 6462	W	½ F	A	Shu 510	Gem	Van	5060
Reo	6	....	156	S-32x6	S-34x7	Own T6	6-3⅜x5	22.5	Sch	V	N-E	N-E	Own	D	Own	Own	Own	S	½ F	A	Own	Own	Budd	3925
Republic	15	....	153	P-34x4	P-34x7	Con J4	4-3¾x5	25.6	Str	V	A Bos	A Bo*	Ful	D	Ful	Spi	Eat	I	Dp	F	Eat	Jac	Van	4200
Republic	15W	....	153	P-34x4	P-34x7	Wau V	4-4x5	25.6	Str	V	A Bos	A Bo*	Ful	D	Ful	Spi	Eat	I	Dp	B	Eat	Jac	Van	4200
Ruggles	41	....	148	P-30x5	P-34x7	Her O	4-4x5	25.6	Zen	G	A Bos	Rev*	B-L	D	B-L 31	Spi	Wis 660	R	F F	A	Shu 5410	Jac	Nor	4250
Sandow	JS	....	144	S-36x4	S-36x7	Her O	4-4x5	25.6	Zen	.	Eis	A Bos	Ful	D	Ful GU14	Spi	She W-103	I	Dp	..	She 343	Ross	.....	4000
Schacht	J	2600	158	S-34x4	S-34x7	Wis SU	4-4x5	25.6	Zen	V	A Bos	None	Ful	D	Ful GU 7	Blo	Wis 660D	R	F F	A	Shu 510	Ross	.....	4900
Selden	33	....	146°	S*-34x4	S*-34x6	dCon K4	4-4⅛x5¼	27.2	Str	G	Eis	A Bos	B-L	D	B-L 35	Spi	Tim 6410	W	½ F	A	Tim 1454	Ross	Van	4400
Sterling	DW10	....	142	S-36x4	S-36x6	Own FU	4-4x5¾	25.6	Zen	V	Eis	.....	B-L	D	B-L	Spi	.....	W	½ F	A	Tim	Ross	Hoo	4680
Stewart	18	1890	160	S*-34x4	S*-34x6	Lyc C	4-4x5	25.6	Zen	G	Remy	Remy	Ful	D	Ful LTU-4	Spi	Cla B-501	B	½ F	B	Col	Gem	Cla	3400
Stoughton	D	....	140	S-36x4	S-36x7	Own	4-4¼x5¼	28.9	Zen	G	Eis	.....	B-L	....	B-L 35	The	She W103	W	½ F	..	She D343	Ross	Bim	4600
Traffic	4000C	1595	142	S*-34x34	S*-34x5	Con S4	4-4¼x4½	28.9	Zen	G	A Bos	A Bos	Ful	D	Ful GUIO	U-M	Cla 1D	I	Dp	A	Own	Own	Bim	3800
United	32	....	148	S-34x4	S-34x7	Her OX	4-4x5	25.6	Str	G	A Bos	.....	B-L	D	B-L 31	Blo	Wis 40	R	½ F	A	Shu 510	Lav	Van	3740
§United	35	....	148	P-34x5	S*-34x7	Her OX	4-4x5	25.6	Str	G	A Bos	None	B-L	D	B-L 31	Blo	Wis 51	R	½ F	A	Shu 310	Lav	Van	3810

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	Chassis Price $	Standard Wheelbase (Ins.)	Tire Size Front (Ins.)	Tire Size Rear (Ins.)	Engine Make and Model	Engine No. of Cylinders Bore and Stroke	Engine Rated H.P. (N. A. C. C.)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Electrical System Ignition System (Make)	Electrical System Generator and Starter (Make)	Clutch Make	Clutch Type	Gear Set Make and Model	Universal (Make)	Rear Axle Make and Model	Rear Axle Final Drive	Rear Axle Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
United	40	....	104	S-32x6	S-34x7	Wis 16	6-3⅝x5⅝		Str	V	A Bos	A Bos	B-L	D	Ful LTU 5	Blo	Wis 400	R	½F	A	Shu 5550	Lav	Van	....
§U. S. N.	W24	2875	144°	S*-36x4	S*-36x6	Buda WTU	4-3¾x5⅛	22.5	Str	V	A Bos	A Bos	Ful	D	Ful LTU 5	Blo	She W 103	W	½F	..	Shu 350	Lav	Sch	4550
Victor	50	2100	142	S*-34x4	S*-34x7d	Her OX	4-4x5	25.6	Zen	G	Eis	.....	Ful	D	Ful GU 12	U-M	Wis 66	R	½F	A	Shu 5410	Lav	Smi	4500
Wachusett	K	....	154	.....	.....	Con K4	4-4½x5¼	27.2	Zen	V	A Bos	A Bos	B-L	D	B-L 35	Har	Tim 6460	W	FF	..	Tim 1520	Ross	.....	4800
White	20	2950	168*	S*-36x4	S*-36x7	Own GK	4-3¾x5½	22.5	Zen	G	.....	.....	Own	P	Own 20	Spi	Own 20	R	½F	A	Own 20	Own	.....	4680
Wichita	40U	....	144	S-36x4	S-36x7	Wau BUX	4-3¾x5	22.5	Str	.....	.....	N-E	B-L	D	B-L	The	She	W	....	A	She	Ross	.....	....
Witt-Will	P	2785	168	S-36x3½	S-36x7	Con C-4	4-4⅛x5¼	27.2	Zen	G	Eis	None	B-L	D	B-L 35	Spi•	Tim 6460	W	½F	..	Tim 1520	Ross	Arc	4600
2¼ Ton																								
Larrabee	XH	3200	168	S-34x7	S-34x7	Con 6B 6	6-3¾x5	33.7	Zen	G	A Bos	A Bos	B-L	D	B-L 31	Spi	She W-1501	W	½F	A	She D485	Ross	Smi	4450
Selden Roadmaster		....	154°	P-32x6	S*-36x8d	Con 6B 6	6-3¾x5	33.7	Str	V	A Bos	A Bos	B-L	D	B-L 35	.....	Cla 720	B	½F	A	Tim 1452	Ross	Van	4740
2½ Ton																								
§Ace	56	3350	156°	S-36x4	P-36x8	Buda EBU	4-4¼x5½	28.9	Zen	V	Eis	Wes	B-L	D	B L 50	U-M	Tim 6566	W	FF	..	Tim 1544B	Ross	Day	5650
Acorn	50	3250	156	S*-36x4	S*-36x8	Buda ETU	4-4¼x5½	28.9	Zen	G	RBos	None	B-L	D	B L 51	Spi	Tim 6560	W	FF	A	Tim 1542	Ross	Pru	5500
Amer. LaFrance	W	3950	Opt	S-36x4	S*-36x7d	Own 2R	4-4¼x6	28.9	Zen	V	Spl	RBo*	Own	D	Own 2R	Own	Own 2R	R	FF	B	Own 2R	.....	Day	6600
§Armleder	50	....	152°	S-36x4	S*-36x4d	Budd EBUI	4-4¼x5½	28.9	Zen	V	A Bos	ABo*	B L	D	B L	Spi	Tim	W	FF	A	Tim	Ross	StM	5300
Armleder	55	....	152	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	A Bos	B L	D	B L	Spi	Tim	W	FF	A	Tim	Ross	StM	5300
Atterbury	22C	3575	156°	S*-36x4	S-36x4d	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	A Bos	B L	D	B L 51	Spi	Tim 6560	W	FF	A	Tim 1544B	Gem	Arc	5670
Autocar	H	....	114	S-34x6	S-36x10	Own H	4-4 x5½	25.6	Str	G	RBos	L N*	Own	P	Own Y	Spi	Own H	R	FF	A	Own H	Ross	Hoo	5500
Autocar	K	....	138	S-34x6	S-36x10	Own H	4-4x5½	25.6	Str	G	RBos	L N*	Own	P	Own Y	Spi	Own H	R	FF	A	Own H	Ross	Hoo	5600
Available	L2½	....	152	S*-36x4	S*-36x8	Her O	4-4x5	25.6	Zen	G	A Bos	ABo*	B L	D	B L 35	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	BiM	5200
Bethlehem	L	3195	145	S-36x4	S-36x8	Own H	4-4x5¼	25.6	Zen	V	A Bos	G&D	Ful	D	Ful GU15	Spi	Wis 88E	R	½F	A	She D343	Lav	Smi	5200
Betz	D 3	2985	160	S-36x4	S-36x8	Own D 3	4-4¼x5½	28.9	Zen	G	A Bos	None	B L	D	B-L 35	Pet	Tim 6560	W	FF	..	Tim 1540B	Ross	Std	5250
Biederman		....	160°	S-36x5	S*-36x5c	Con 6M-6	6-3⅜x4½	27.3	Zen	G	Del	Del	B L	D	B-L 51	Spi	Tim	W	FF	A	Shu	Ross	Bet	4900
Brinton	D	2975	150	S-36x4	S-36x8	Con C 4	4-4½x5¼	27.2	Str	G	A Bos	None	B L	D	B L	Spi	.....	W	FF	..	.....	Ross	Smi	4900
Buck	54	....	160°	S*-36x4	S*-36x8	Con K 4	4-4½x5¼	27.2	Zen	V	A Bos	A Bos	B L	D	B L 51	Spi	Tim 6566	W	FF	A	Tim 1460	Ross	Smi	6000
Chicago		....	168*	S-36x4	S-36x8	Her OX	4-4x5	25.6	Zen	G	Apo	None	B L	D	B L 35	Pet	Tim 7566	R	FF	A	Tim 1544B	Gem	Stm	5250
Clydesdale	8	....	156	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	ABo*	B L	D	B L 35	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	Smi	5300
Commerce	25A	....	144	S-36x4	S-36x4d	Con K 4	4-4½x5¼	27.2	Zen	V	A Bos	A Bos	B L	D	B L 51	U-M	Tim 6566	W	FF	A	Tim 1526	Ross	Smi	5200
Commerce	25B	....	156	S-36x5	S-36x4d	Con K 4	4-4½x5¼	27.2	Zen	V	A Bos	A Bos	B L	D	B L 51	.....	Tim 6566	W	FF	..	Tim 1526	Ross	Smi	5300
§Commerce	25C	....	176	S-36x5	S-36x4d	Con K 4	4-4½x5¼	27.2	Zen	V	A Bos	A Bos	B L	D	B L 51	U M	Tim 6566	W	FF	A	Tim 1526	Ross	Smi	5400
Concord	J	3600	150	P-36x6	S-36x10	Buda EBU	4-4¼x5½	28.9	Zen	V	Eis	Opt*	B L	D	B L 51	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	Arc	5400
Corbitt	B	....	152	S*-36x4	S*-36x8	Con K 4	4-4½x5¼	27.2	Str	V	Eis	ABo*	B L	D	B L 51	Spi	She W21	W	½	F	She 3FA10	Ross	Bim	5325
Dart	M	....	.....	S-36x4	S-36x8	Buda EBU	4-4¼x5½	28.9	Zen	..	Eis	.....	Ful	D	Ful	Spi	Tim	W	....	..	.....	.....	.....	.....
Day Elder	J	....	144°	S*-36x4	S*-36x7	Buda KBU	4-4 x5¼	25.6	Zen	V	Eis	ABo*	B L	D	B L 35	Spi	Tim 6566	W	FF	A	Tim 1526	Gem	Van	5700
Denby	43	....	155	S-36x4	S-36x8	Her O	4-4 x5	25.6	Zen	G	Eis	.....	Ful	D	Ful	U P	Cla	I	DD	..	Con	Ross	Smi	4925
Diamond	TU2	....	160	S*-36x4	S-36x8	Hin HAA1400	4-4x5¼	25.6	Str	V	RBos	None	Cov	D	Cov RUP 4 C	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	StM	5250
Diamond	TU3	....	163	S-36x4	S-36x8	Hin HA1500	4-4¼x5½	28.9	Str	G	RBos	.....	Cov	D	Cov RAD 4	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	StM	5660
Dixon	C	3500	154	S-36x4	S-36x8	Con K 4	4-4½x5¼	27.2	Zen	G	A Bos	None	Ful	D	Ful GU-14	Spi	Tim 6566	W	FF	A	Tim 5500	Ross	Smi	5900
Dorris	K5	3785	Opt	S*-36x5	S-36x8d	Own	4-4¼x5½	28.9	Str	G	A Bos	A Bos	Own	D	B L 55	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	Day	5150
Eagle	105	....	130°	S*-34x5	S*-34x8	Buda KTU	4-4 x5¼	25.6	Zen	G	Eis	.....	Cov	D	Cov JUC	M-E	Own 1051	R	FF	A	Col 7000	Ross	Std	5000
Federal	U3	3200	157	S*-36x4	S*-36x4d	Con K 4	4-4½x5¼	27.2	Zen	V	Eis	Remy	B & B	D	D-G	Spi	Tim 6560	W	FF	A	Own	Gem	Smi	5300
Garford	50	....	156	S-36x4	S-36x8	.....	4-4¼x5½	28.9	....	G	.....	.....	Own	D	Own	.....	.....	W	FF	A	.....	.....	.....	5950
§Gary	E 25	3250	148	S*-36x4	S-36x10	Buda EBUI	4-4¼x5½	28.9	Str	V	Eis	.....	Ful	D	Ful	Blo	Tim 6566	W	FF	A	Tim 1544	Ross	StM	5500
G.M.C.	K 41A	....	146	S*-36x4	S*-36x8	Own 41	4-4x5½	25.6	Mar	G	Eis	Remy	Own	D	Own 41	Own	Tim 6566	W	FF	A	Tim 1542B	Own	Day	5595
G.M.C.	K 41B	....	158	S*-36x4	S*-36x8	Own 41	4-4 x5½	25.6	Mar	G	Eis	Remy	Own	D	Own 41	Own	Tim 6566	W	FF	A	Tim 1542B	Own	Day	5695
G.M.C.	K 41C	....	191½	S-36x4	S*-36x8	Own 41	4-4 x5½	25.6	Mar	G	Eis	Remy	Own	D	Own 41	Own	Tim 6566	W	FF	A	Tim 1542B	Own	Day	5770
Gotfredson	51	....	146½	S-36x5	S-36x10	Buda KBU	4-4 x5¼	25.6	Zen	V	RBos	Remy	B & B	P	B L 35	Sti	Tim 6566	W	FF	A	Tim 4160	Gem	Day	....
Gramm Bernstein	....	....	144	S*-36x4	S*-36x8	Con S 4	4-4¼x4½	27.2	Str	G	N-E	N-E	Ful	D	Ful GU7	Own	She W 103	W	½	F	Col A A 40	Ross	.....	4910
Gramm Kincaid	543N	2375	150*	S*-36x4	S*-36x7	Lyc C4	4-4 x5	25.6	Zen	G	A L	A L	Mun	D	Mun T23	Thei	Wis 61B	R	½	F	Col 5300	Ross	Smi	4200
Gramm Kincaid	563N	2645	150*	S*-36x4	S*-36x7	Con 6R"	6-3⅜x4½	27.3	Zen	G	A L	A L	Mun	D	Mun T23	Thei	Wis 61B	R	½	F	Col 5300	Ross	Smi	4300
Grass Premier	80	3050	167	S*-36x4	S-36x8	Wau CU	4-4⅜x5¾	30.6	Str	V	A Bos	A Bos	B L	D	B L 55	Spi	Tim 6566	W	½	F	Con	Ross	Bim	5400
Grass Premier	55	2500	150	P-32x6	P-36x8	Lyc C	4-4 x5	25.6	Str	V	A Bos	A Bos	B L	D	B L 35	Spi	Cla 720	S	½	F	Con	Ross	Van	4400
Hahn	K Spec	3300	146*	S-36x4	S-36x7	Con K4	4-4½x5¼	27.2	Str	G	R Bos	Del	B L	D	.....	Spi	Tim 6566	W	FF	A	Tim 1520	Ross	Opt	4900
Harvey	WFC	....	150*	S*-36x5	S*-36x10	Buda EBUI	4-4¼x5½	28.9	Str	G	Eis	None	B L	D	B L 55	Spi	Tim 6566OD	W	FF	A	Tim 1544B	Ross	Smi	6800
Hug	H 4K	2710	121	S-36x6	P-36x6d	Buda KTU	4-4 x5¼	25.6	Zen	V	A Bos	None	Ful	D	Ful	Blo	Wis	R	½	F	Wis	Ross	Smi	4750
Indiana	25	....	156	S-36x4	S-36x8	Own 40	4-4⅜x5½	30.6	Str	G	Fis	Reyt	B & B	P	B L 51	Sne	She W 21	W	½	F	She D 370	WH o	.....	6300
Indiana	26	....	159*	S-36x4	S-36x8	Own 40	4-4⅜x5½	30.6	Str	V	Eis	Reyt	B & B	P	B L 55	Sne	She W 21	W	½	F	She D 370	WH o	.....	6500
Kearns	CL	....	158	S-36x4	S*-36x8d	Her L	4-4½x5¾	32.4	Zen	..	.....	.....	Ful	D	Ful	.....	She	I	½	F	She	Ross	.....	5400
Kelly Springfield	K75	3600	154	S*-36x5	S*-36x10	Con L5	4-4¼x5½	28.9	Zen	G	Eis	Opt	B & B	P	B L 55	Pet	Cla 2 H	I	DD	D	Own	Ross	Cla	6300
Kelly Springfield	K76	3600	154	S*-36x5	S*-36x10	Con L5	4-4¼x5½	28.9	Zen	G	Eis	Opt	B & B	P	B-L 55	Pet	Own	W	½	F	Own	Ross	StM	6400
Kimball	AC	3960	Opt	S*-36x5	S-36x10	Wis UAU	4-4½x6	28.9	Zen	V	Spl	Spl Wes	B-L	D	B-L 50	Pet	Tim 6560	W	FF	A	Tim 1542	Ross	Smi	6000
King Zeitler	45	....	156*	S*-36x5	S*-36x8	Con S4	4-4¼x4½	27.2	Str	G	Eis	ABo*	B-L	D	B-L 35	Pic	Tim 6566	W	FF	A	Tim 1544B	Ross	StM	5400
Kissel		2875	168	S-36x4	S*-36x8	Own 50000	4-4½x5½	28.9	Str	V	Eis	Rey*	W-G	D	W-G T53	Spi	.....	W	FF	..	.....	Jac	Pru	5100
Kleiber		3850	163	S*-36x5	S*-36x5c	Con L4	4-4½x5½	32.4	Str	V	RBos	RBo*	B L	D	B L 51	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	Smi	6500
Lange	E	3650	149½	S*-36x4	S*-36x8	Con K4	4-4⅜x5¼	27.2	Str	V	Apo	None	B L	D	B L 51	Pet	Tim 6566OD	W	FF	A	Tim 1544B	Ross	Hoo	5950
Larrabee	K 5	....	176*	S*-36x4	S*-36x8	Con L 4	4-4½x5½	32.4	Zen	G	A Bos	None	B L	D	B L 51	Spi	She W 22	W	½	A	She D370	Ross	Smi	5700
LeMoone	GP3	....	Opt	S-36x4	S-36x8	Con K 4	4-4⅜x5¼	27.2	Str	G	A Bos	ABo*	B L	D	B L 51	Own	Tim 6566	W	FF	A	Tim 1542	Ross	StM	4100
Leudinghaus		....	145*	S*-36x4	S*-36x8	Wau FU	4-4 x5¾	25.6	Zen	..	Spl	None	B & B	P	Ful	.....	Tim	W	FF	A	Shu 510	Lav	.....	4900
Mack	AB	....	146½*	S-36x4	S-36x4d	Own AB	4-4¾x5	28.9	Str	G	Spl	N E*	Own	D	Own AB	Spi	Own AB	C	DD	B	Own AB	Own	.....	.....
Mack	AB	....	146½*	S-36x4	S-36x4d	Own AB	4-4¾x5	28.9	Str	G	Spl	N E*	Own	D	Own AB	Spi	Own AB	R	FF	B	Own AB	Own	.....	.....
Master	45	....	154*	S-36x6	S-36x10	Jackson	4-4¾	28.9	Str	..	Spl	.....	Ful	D	Ful 60	Spi	Tim	W	....	A	Tim	Ross	.....	.....
Menominee	D	....	144	S*-36x4	S*-36x8	Wis TAU	4-4 x6	25.6	Str	G	Eis	ABo*	Det	D	Cot AU	Spi	Wis 800 1	W	½	F	A	Shu	Ross	Std	4870
Moreland	EXX	3375	150	S*-34x6	S*-36x8	Con K4	4-4⅜x5¼	27.3	....	V	Spl	A L*	Own	D	Own	Pet	Tim 6567	W	½	F	A	Tim 1544B	Ross	Smi	5450
Noble	D51	3350	162*	S*-36x4	S-36x10	Buda ETU	4-4¼x5½	28.9	Str	V	Eis	ABo*	Ful	D	Ful G 7	Blo	She W21	W	½	F	A	She D370	Lav	Bim	5750
Ogden	E 2	....	160	S-36x4	S-36x8	Con K 4	4-4⅜x5¼	27.2	Zen	G	Eis	Remy	B L	D	B L 51	Pic	Tim	W	FF	A	Tim	Ross	Smi	5600
Oshkosh	BO	3875	156	P-40x8	P-40x8	Her O	4-4 x5	25.6	Str	V	A L	A L	B L	D	B L 51	Pet	Own BO	B	FF	B	Own BO	Ross	Roy	5400
Oshkosh	BBO	3975	165	P-40x8	P-40x8	Her O	4-4 x5	25.6	Str	V	A L	A L	B L	D	B L 51	Pet	Own BBO	B	FF	B	Own BBo	Ross	Roy	5800
Patriot	50	....	156	S-36x5	S-36x10	Hin 400	4-4 x6¼	25.6	Zen	V	A Bos	.....	B L	D	B L 51	The	Tim 6566	W	FF	A	Shu	Ross	Bim	5300
Rainier	R 20	3550	165	S*-36x4	S*-36x10	Con K 4	4-4½x5¼	27.2	Zen	V	Eis	Del*	B L	D	B L 50	Spi	Tim 6560	W	FF	A	Tim 1544B	Ross	Jon	5500
Rainier	R 20	3650	177	S*-36x4	S*-36x10	Con K4	4-4½x5½	27.2	Zen	V	Eis	Del*	B L	D	B L 50	Spi	Tim 6560	W	FF	A	Tim 1544B	Ross	Jon	5650
Sandow		....	165	.....	.....	Buda ETU	4-4½x5½	28.9	Str	G	A Bos	None	B L	D	B L 35	Spi	Tim 6566	W	FF	..	Tim 1540B	Ross	.....	4600
Sanford	W 620	....	185	S-34x7	S-34x7	Con 6B 6	6-3¾x5	33.7	Str	G	Con	Dyn	Ful	D	Ful	Spi	She	W	½	F	A	She	Ross	Van	4600
Sanford	W4 25A	....	156	S-36x5	S-36x5d	Con L 4	4-4½x5½	32.4	Str	G	Con	Dyn	Ful	D	Ful	Spi	She 21	W	½	F	A	She D370	Ross	Van	6880
Sanford	W4 25B	....	174	S-36x5	S-36x5d	Con L 4	4-4½x5½	32.4	Str	G	Con	Dyn	Ful	D	Ful	Spi	She 21	W	½	F	A	She D370	Ross	Van	6880
Schacht	L	3600	156	S*-36x4	S*-36x8	Wis WAU	4-4¼x6	28.9	Zen	G	A Bos	None	B L	D	Own	Spi	Wis	R	FF	B	Own	Own	Day	6400
Selden	Unit 50	....	149	S*-36x4	S-36x8d	Con K4	4-4⅛x5¼	27.2	Str	G	Eis	A Bos	BL	D	B L 51	Spi	Tim 6566	W	FF	A	Tim 1544B	Gem	Std	5980
*Service	61	....	164	P-36x4	S-36x8	Buda EBU 1	4-4¼x5½	28.9	Str	V	Eis	Remy	B & B	P	B L 51	Spi	Tim 6566	W	FF	A	Tim 1544B	Ross	Int	5785
Standard	2½x3½K	....	147*	S*-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Str	G	Eis	RBo*	B L	D	B L 35	Spi	Tim 6566	W	FF	A	Tim 1542B	Gem	Day	5400
Standard	2½x3½ KS	....	147*	S*-36x4	S-36x8	Con K4	4-4¼x4¼	27.2	Str	G	Eis	RBos	B L	D	B L 55	Spi	Tim 6566	W	FF	A	Tim 1542B	Gem	Day	5488
Sterling	DW 12	....	142	S-36x4	S-36x7	Own FU	4-4 x5¾	26.5	Zen	V	Eis	.....	B L	D	B L	Spi	Tim	W	....	..	Tim	Ross	Hoo	5180
Sterling	DW 14	....	156	S-36x4	S-36x8	Own FU	4-4 x5¾	26.5	Zen	V	Eis	.....	B L	D	B L 35	Spi	Tim 6566	W	FF	..	Tim	Ross	Hoo	5500
Stewart	7X	2895	156	S*-34x4	S*-34x8	Buda Htu	4-4¼x5½	28.9	Zen	V	Eis	Rey*	Ful	D	Ful GU 5	Spi	Cla 2 D	I	Dr	B	Col 8503	Ross	Cla	4820
Super Truck	50	3150	156	S*-36x4	S*-36x8	Wis TAU	4-4 x6	26.5	Zen	G	A Bos	Ves†	Ful	D	Ful G	Spi	She W 21	W	½	F	A	She D 370	Ross	Pru	5200
Traffic		2700	142*	S-36x4	S-36x8	Con S4	4-4¼x4¼	28.9	Zen	G	A Bos	A Bos	Ful	D	Ful	U M	Tim	W	FF	A	For	Ross	Bim	5200
Twin City	BW	2800	163½	S-36x5	S*-36x5d	Own TW	4-4¼x6	28.9	Str	V	A Bos	N E*	B & B	P	Full G7	Spi	Cla 2D	I	Dr	..	Shu 550	Ross	Bim	5625
Union	FLW&FW	....	155	S-36x5	S-36x10	Wis TAU	4-4 x6	26.5	Zen	G	Eis	L N	Ful	D	Ful GU 14	U P	Wal 25A	R	FF	..	She D370	Jac	Pru	5900
Union	F	....	155	S-36x5	S-36x10	Wis TAU	4-4 x6	26.5	Zen	G	Eis	L N	Ful	D	Ful GU 14	U P	Wis 88 EF	W	....	..	She D370	Jac	Smi	5900

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	General: Chassis Price $	General: Standard Wheelbase (Ins.)	General: Tire Size: Front (Ins.)	General: Tire Size: Rear (Ins.)	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Engine: Rated H. P. (N. A. C. C.)	Engine: Fuel System: Carbureter (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gear Set: Make and Model	Universal (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
§United	501	156	P-34x4	S*-34x8	Her OX	4-4 x5	26.5	Str	G	A Bos		R L	D	B L 35	Blo	Wis 66	R	½F	A	Shu 510	Lav	Van	4120
Victor	70 2650	156	S*-36x4	S*-36x8	Her OX	4-4 x5	26.5	Zen	G	Eis		Ful	D	Ful GU 12	UM	Wis 88E	R	F F	A	Shu 5550	Lav	Smi	5800
Victor	60 2400	156	S*-36x4	S*-36x8	Her OX	4-4 x5	26.5	Zen	G	Eis		Ful	D	Ful GU 12	UM	Wis 88E	R	F F	A	Shu 5550	Lav	Smi	5400
Wachusett	L	170	S-36x5	S-36x10	Con L 4	4-4½x5½	32.4	Zen	V	A Bos	A Bos	B L	D	B L 55	Harr	Tim 6560	W	F F		Tim 1542	Ross	Smi	5200
Ward LaFrance	2B	170	S-36x4	S-36x4d	Wau CU	4-4⅜x5¾	30.6	Str	G	R Bos	A L	B L	D	B L 51	Spi	Tim	W	F F	A	Tim	Ross	Hoo	5900
White	51 3750	170	S-36x5	S*-36x6c	Own GR	4-4¼x5¾	28.9	Zen	B		L N*	Own	P	Own Q	Spi	Own	R	½ F	B	Own	Own		5700
Wilcox	CC 3000	135	S-36x4	S-36x3½	Own CC	4-4¼x5	28.9	Str	G	A Bos	Wes*	Own	D	Own Q	Own	Wal 25A	R	½ F	B	Shu 550	Own	Cla	5000
Winther	44 3100	161	S-34x5	S-34x7	Wis SU	4-4 x5	25.6	Str	B	A Bos	A Bos	Ful	D	Ful G7	Pet	Own	I		B	Tim	Lav	Own	4375
Witt Will	S 2950	146	S*-36x4	S-36x8	Con K 4	4-4⅛x5¼	27.2	Zen	V	Eis	A Bos	B L	D	B L 51	Spi	Tim 5660	W	F F	A	Tim 1544	Ross	Arc	5000
3 Ton																							
§Acme	60L	156	S*-36x4	S*-3610d	Con L4	4-4½x5½	32.4	Zen	V	A Bos	A Bos	B-L	P	Cot R	Blo	Tim 6566	W	F F	A	Tim 1544	Ross	Int	5050
Armleder	60	152	S-36x5	S-36x10	Buda EBUI	4-4¼x5½	28.9	Zen	V	A Bos	A Bo*	B-L	D	B-L	Spi	Tim	W	F F	A	Tim	Ross	Smi	5800
Autocar	H	114	S-36x4	S-36x10	Own H	4-4x5½	25.6	Str	G	R Bos	L-N*	Own	P	Own Y	Spi	Own H	R	F F	A	Own H	Ross	Hoo	5500
Autocar	K	138	S-34x6	S-36x10	Own H	4-4x5½	25.6	Str	G	R Bos	L-N*	Own	P	Own Y	Spi	Own H	R	F F	A	Own H	Ross	Hoo	5600
Autocar	HPDS	114	S*-34x6	S*-36x12	Own H	4-4x5½	25.6	Str	G	R Bos	L-N*	Own	P	Own Y	Spi	Own H	R	F F	A	Own H	Ross	Hoo	6000
Brockway	K13	153	S-36x4	S*-36x8d	Con K4	4-4⅛x5¼	27 2	Zen	V	Eis	L-N	B-L	D	B-L 35	Spi	Tim 6566	W	F F	A	Tim 1542	Ross	Day	5260
Brockway	K16	154⅜	S-36x4	S*-36x8d	Con K4	4-4⅛x5¼	27.2	Zen	V	Eis	L-N	B-L	D	B-L 55	Spi	Tim 6566	W	F F	A	Tim 1542	Ross	Day	5260
Brockway	KR	156	S-36x4	S*-36x8d	Con L4	4-4½x5½	32.4	Zen	V	Eis	L-N	B-L	D	B-L 55	Spi	Tim 6566	W	F F	A	Tim 1542	Ross	Day	5760
Buck	64	163°	S*-36x5	S*-36x10	Con L4	4-4½x5½	32.4	Zen	V	A Bos	A Bos	B-L	D	B-L 55	Spi	Tim 6566	W	F F	A	Tim 1544	Ross	Smi	6100
§Clinton	65 3550	184	S*-34x5	S-34x5d	Buda ETU	4-4¼x5½	28.9	Zen	G	A Bo*	A Bos	B-L	D	B-L 55	M-E	Tim 6566	W	F F	A	Tim 1544B	Ross	StM	5925
Clydesdale	6	163	S-36x5	S-36x10	Con L4	4-4½x5½	32.4	Zen	V	A Bos	A Bo*	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Smi	5850
Clydesdale	6X	163	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	A Bo*	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Smi	5700
Concord	JL 3600	170	P-36x6	S-36x10	Buda EBU	4-4¼x5½	28.9	Zen	V	Eis	Opt	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Arc	5500
Corbitt	R	160	S*-36x4	S*-36x8	Con L4	4-4⅛x5½	32.4	Str	V	Eis	A Bo*	B-L	D	B-L 51	Spi	She W21	W	½F	A	She 3FA10	Ross	Smi	6160
Day Elder	J	156	S*-36x4	S*-36x8	Buda EBU	4-4¼x5½	28.9	Zen	V	Eis	A Bo*	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544	Gem	Van	6500
Defiance	H2	160	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	A Bos	Ful	D	Ful GU12	Spi	Wis 88E	R	½F	A	Tim	Lav	StM	5140
Defiance	HL2	175	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	A Bos	Ful	D	Ful GU12	Spi	Wis 88E	R	½F	A	Tim	Lav	StM	5340
Defiance	H3	135	S-36x5	S-36x10	Con K4	4-4⅛x5¼	27.2	Zen	V	A Bos	A Bos	Ful	D	Ful GU12	Spi	Wis 120FG	R	½F	A	Tim	Lav	Smi	5200
Denby	35	155	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen	G	Eis		Ful	D	Ful	U-P	Cla	I	Dr		Con	Ross	Smi	5090
Double Drive	TT 4000	144	S*-36x6	S*-36x6f	Buda ETU	4-4¼x5½	28.9	Zen	V	Spl	Opt	Det	D	OwnD.P.T.	Own	Own D.T.T.	W	½F	B	Own FTT	Ross	Std	6250
Duplex	AC	165	S*-36x5	S*-36x8	Buda EBUI	4-4¼x5½	28.9	Str	V	Eis	Opt	B-L	D	B-L 50	Pet	She W21	W	F F	A	She 370	Ross	Mot	5500
Fageol	340 4000	172	S-36x5	P-3610d	Wau CU	4-4⅜x5¾	30.6	Zen	V	R Bos	R Bos	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Van	7000
Fageol	360 5250	172	P-36x6	S*-36x6e	HaS	4-4¼x5½	28.9	Zen	V	Del	Del	B-L	D	Own B	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Budd	6500
Federal	UB6	190	S-32x6	P-32x6d	Con 6B	4-3⅜x5	33.7	Zen	V	Eis	Remy	B&B	P	Det R400	Spi	Tim 6566	W	F F	A	Own	Gem	Smi	5400
Forschler	E	144	S-36x4	S-36x8	Con C4	4-4¼	27.2	Zen	V	A Bos	None	Ful	D		Har		W	½F			Ross	Smi	3200
F. W. D. B		4200	124	S*-36x6	S*-36x6	Wis A	4-4¾x5½	36.1	Str	G	Eis	N-E*	H-S	D	Cot DAF	Own	Own B	B	F F	B	Own B	Ross	Sch	6300
Gary Oil Field Four		3750	150	P-36x6	P-40x8	Buda YBUI	4-4½x6	32.4	Str	V	Eis		B-L	D	B-L	Spi	Tim	W	F F	A	Tim	Ross	Day	5680
Gary Oil Field Six		4250	160	P-36x6	P-40x8	Buda BUS 6	6-4x5⅛	38 4	Str	V	Eis		Ful	D	Ful	Blo	Tim 6566	W	F F	A	Tim 1544	Ross	StM	5850
Gotfredson	60	152½	S*-36x5	S*-36x10	Buda EBUI	4-4¼x5½	28.9	Zen	V	R Bos	None	B-L	D	B-L 51	Spi	Tim 6570	W	F F	B	Tim 1526	Day	Day	6200
Gramm Bernstein	30	150	S-36x5	S-36x10	Con L4	4-4½x5½	32.4	Str	G	Eis	A-L	Ful	D	Ful GU7	Own	She W21	W	½F	B	She 370	Ross	Smi	6640
Gramm Kincaid	6480	3750	152°	S*-36x5	S*-36x8	Her L	4-4½x5½	32.4	Zen	G	A Bos	A-L	Ful	D	Ful H	Thei	Wis 88EF	R	½F	B	Wis 30	Ross	Smi	6560
Guilder	H	3500	152	S-36x5	S*-36x5e	Buda EBUI	4-4¼x5½	28.9	Zen	G	Eis	A Bos	B-L	D	B-L 41	M-E	Wis 88EJ	W	F F		Shu 5550	Ross	Van	5600
Hahn	L	3750	149°	S-36x4	S*-36x5d	Con L4	4-4½x5½	32.4	Str	G	R Bos	Del	B-L	D		Spi	Tim 70D	W	F F	A	Tim 1542	Ross	Opt	5900
International	63		140	S*-36x5	S*-36x8	Own 63	4-4½x5	28.9	Own	G	R Bos	Rey*	Own	D	Own 63	Own	Own 63	I	Dr	B	Own 63	Own		5660
Kenworth	KS	3750	160	S*-36x4	S*-36x4d	Buda EBU	4-4¼x5½	28.9	Zen	V	R Bos	Remy	B&B	P	Cot RU	Spi	She W21	W	½F	A	She D370	Ross	Smi	6300
King Zeitler	60		156°	S*-36x5	S*-36x10	Con K4	4-4⅛x5¼	27.0	Str	G	Eis	A Bo*	B-L	D	B-L 51	Pic	Tim 6570	W	F F	A	Tim 1544B	Ross	StM	5400
Kleiber Spec		4100	163	S-36x5	S*-36x5d	Con L4	4-4½x5½	32.4	Str	V	R Bos	R Bos	B-L	D	B-L 60		Tim 6570D	W	F F		Tim 1544B	Ross	Smi	
Lange			156	S-36x4	S-36x10	Con 6B	6-3¾x5	33.8	Str	V	Apo	None	B-L	A	B-L 55	Pet	Tim 6570D	W	F F	A	Tim 1544B	Ross	Hoo	6450
Maccar	H1		175	S*-36x4	S-36x5d	Wis UAU	4-4¼x6	28.9	Zen	V	Eis	A Bos	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Day	6300
Maccar	H3		175	S*-36x4	S-36x5d	Wis VAU	4-4½x6	32.4	Zen	V	Eis	A Bos	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Day	6300
Master	45		154°	S-36x5	S-36x10	Jackson	4-4¼x	28.9			Spl		Ful		Ful 60	Spi	Tim	W		A	Tim	Ross		
Moreland	AC Bus	4700	187	P-36x6	S-36x6	Con L4	4-4½x5½	32.4	Str	V	Spl	Opt	B-L	D	B-L 51	Pet	Tim 6516	W	F F	A	Tim 1550	Ross	Budd	5660
National	T		152	S*-36x5	S*-36x10	Wau CU	4-4⅜x5¾	30.6	Zen	G	A Bos	None	H-S	O	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Van	6200
National	50	4585	256	S-36x5	S-36x12		4-4⅜x5¾	36.1	Zen	G	A Bos	A Bos	H-S	D	B-L		Tim	W	F F		Tim	Ross		
National	51	4735	276	S-36x4	S-36x12		4-4¾x5¾	36.1	Zen	G	A Bos	A Bos	H-S	D	B-L		Tim	W	F F	A	Tim	Ross		
Noble	D52	3500	162°	S-34x4	S-36x10	Buda ETU	4-4¼x5½	28.9	Zen	V	Eis	Wes	Ful	D	Ful	Blo	She W21	W	½F	A	She 370	Lav	Bim	5800
Northway	C3	3500	161°	S-36x5	S-36x10	Own C	4-4x6	25.6	She	V	A Bos	A Bos										Ross		6060
Oshkosh	H	4175	146	S-36x6	S-36x8	Her L	4-4½x5¾	32.4	Zen	V	Spl		B-L	D	B-L 51	Blo	Own H	R	F F	B	Own H	Han	StM	6975
Oshkosh	HH	4275	165	S-36x6	S-36x6	Her L	4-4½x5¾	32.4	Zen	V	Spl		B-L	D	B-L 51	Blo	Own H	R	F F	B	Own H	Han	StM	7085
Patriot	55		156	S-36x5	S-36x10	Hin 200	4-4½x5½	32.4	Zen	V	A Bos		B-L	D	B-L 55	The	Tim 6566	W	F F	A	Shu	Ross	Bim	5500
Patriot	55X		156	S-36x5	S-36x10	Hin 200	4-4½x5½	32.4	Zen	V	A Bos		B-L	D	B-L 55	The	Tim 6566	W	F F	A	Shu	Ross	Bim	5600
Pierce Arrow	XB	3550	150	S*-36x5	S*-36x5c	Own XB	4-4x5½	25.6	Str	P	Del	Del	Own	D	Own XB	Spi	Own XB	W	½F	A	Own XB	Own	Bet	6280
§Rehberger	B1		192	P-36x6	S*-36x6d	Buda YBU	4-4½x6	32.4	Zen	G	R Bos	R Bos	B-L	D	B-L 55	Spi	Tim 6566	W	F F	A	She 5550B	Gem	Budd	6510
§Rehberger	B2		192	P-36x6	S*-36x6d	Buda BUS	6-4x5⅛	38.4	Zen	V	R Bos	R Bos	B-L	D	B-L 55	Spi	Tim 6566	W	F F	A	She 5550B	Gem	Budd	6470
Rehberger	B		162	S-36x5	S-36x10	Buda YBU	4-4½x6	32.4	Zen	G	R Bos	R Bo*	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Gem	Van	6460
Republic	25		165°	S-36x5	S-36x10	Con K4	4-4⅛x5¼	27.2	Str	V	A Bos	A Bos	Ful	D	Ful	Spi	Eat	I	Dr	B	Eat	Jac	Van	5400
Republic	25W		165°	S-36x5	S-36x10	Wau FU	4-4x5¾	25.6	Str	V	A Bos	A Bos	Ful	D	Ful	Spi	Eat	I	Dr	B	Eat	Jac	Van	5400
Ruggles	40H		148	S*-36x4	S-36x8	Her O	4-4x5	25.6	Zen	G	A Bos	Rey*	B-L	D	B-L 35	Spi	Wis 88EF	R	F F	A	Shu 5550	Jac	Nor	4850
Ruggles	40 HRB		115	S*-36x5	S-36x10	Her O	4-4x5	25.6	Zen	G	A Bos	Rey*	B-L	D	B-L 35	Spi	Wis 88EF	R	F F	A	Shu 5550	Jac	Nor	4700
§Schacht	L	4000	156	S-36x5	S-36x12	Wis RCU	4-4x1/6	32.4	Zen	G	A Bos	None	B-L	D	Own	Spi	Wis	R	F F	B	Own	Own	Day	7500
§Selden Unit	53		154	S-36x4	S-36x4d	Con L4	4-4½x5½	32.4	Str	G	Eis	A Bos	B-L	D	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Gem	Std	6220
Sterling	DWS 14		156	S-36x4	S-36x8	Own CU	4-4⅜x5¾	30.6	Zen	V	Eis		B-L	D	B-L	Spi	Tim	W	F F		Tim	Ross	Hoo	3500
Stoughton	F		156	S-36x5	S-36x5	Own	4-4¼x5¼	28.9	Zen	Z	Eis		B-L		B-L	The	She W21	W	½F		She D370	Ross	Bim	5900
Super Truck	60 D		126	P-36x6	S-42x9	Wis UAU	4-4¼x6	28.9	Zen	G	Spl	None	Ful	D	Ful GU8	Spi	She B370	R	½F	A	Wis 120E	Ross	Cla	6175
Traffic	6000	2145	135	S*-36x4	S*-36x7	Con S4	4-4¼x4½	22.5	Zen	G	A Bos	A Bo*	Cov	D	Cov MUN		Rus 60001	I	Dr	A	Own	Own	Opt	3900
Traylor	D	3400	150	S*-36x4	S-36x8	Buda ETU	4-4¼x5½	28.9	Zen	G	Spl	Wes*	M-E	D	Own D4U	M-E	She W21	W	½F	A	She D343	Ross	Sch	5850
United	60		156	S-36x5	S-36x10	Her OX	4-4 x5	25.6	Str	G	A Bos	None	B-L	D	B-L 35	Blo	Wis 88E	R	½F	A	Shu 510	Lav	Van	4630
U. S. R		3600	156°	S*-36x4	S-36x4d	Hin 400	4-4x5¼	25.6	Str	V	Spl	A Bo*	B-L	D	B-L 51	Blo	She 21	W	½F	A	Shu 510	Lav	Sch	5500
Wichitia	60U		160	S-36x5	S-36x8	Wau CU	4-4⅜x5¾	30.6	Str			N-E	B-L	D	B-L	The	She	W		A	She	Ross		
Winther	54	3500	152	S-36x5	S-36x5d	Wis UAU	4-4¼x6	28.9	Str	V	A Bos	A Bos	B&B	D	B-L 51	Pet	Cla	I		A	Tim	Ross	Own	5700
Winther	454	3800	152	S-36x5	S-36x5d	Wis UAU	4-4¼x6	28.9	Str	V	A Bos	A Bos	B&B	D	B-L 51	Pet	Cla	I		B	Own	Ross	Own	6400
Witt Will	SS	3400	Opt	S*-36x4	S-36x10	Con K 4	4-4⅛x5¼	27.2	Zen	V	Eis	A Bos	B-L	D	B-L 51	Spi	Tim 6560	W	F F	A	Tim 1544	Ross	Arc	5500
3½ Ton																							
American LaFrance	Y	4950	Opt	S-36x5	S-36x5d	Own 3R	4-4¼x6	28.9	Zen	V	Spl	R Bo*	Own	D	Own 3R	Own	Own 3R	W	F F	B	Own 3R		Day	8600
Atterbury	22D	4550	174°	S-36x5	S-40x6d	Con L 4	4-4½x5½	32.4	Zen	V	A Bos	A Bos	B-L	D	B-L 55	Spi	Tim 6666	W	F F	A	Tim 1632B	Gem	Arc	7500
Available	L3½		176	S-36x5	S-36x10	Her L 3	4-4½x5¾	32.4	Str	G	A Bos	A Bo*	B-L	D	B-L 55	Spi	Tim 6666	W	F F	A	Con 2203	Ross	Bim	6500
Bethlehem	M	3795	168	S-36x5	S-36x5	Own H	4-4 x5¼	25.6	Zen	V	A Bos	G&D	Ful	D	Ful GU15	Spi	Wis 120FG	R	½F	A	She D370	Lav	Smi	6300
Bethlehem	OS	4425	145	S-36x6	S-36x6	Own H	4-4 x5¼	25.6	Zen	V	A Bos	G&D	B-L	D	B-L 55	Spi	Wis 120FG	R	½F	A	She D370	Lav	Smi	6800
Biederman	1		80°	S-36x6	S-36x6d	Con 6B6	6-3¾x5	33.7	Zen	G	Del	Del	B-L	D	B-L 51	Spi	Tim	W	F F	A	Shu	Ross	Bet	7000
Chicago			183°	S-36x5	S-36x10	Her L	4-4½x5¾	32.4	Zen	G	Apo	None	B-L	D	B-L 55	Pet	Tim 7666	R	F F	A	Tim 1632	Gem	Smi	7320
Clydesdale	4		177	S-36x6	S-40x6	Con B5	4-4¾x6	36 0	Zen	V	A Bos	A Bo*	B-L	D	B-L 60 Max	Spi	Tim 6666	W	F F	A	Tim 1632B	Ross	Smi	7500
Clydesdale	4X		177	S-36x5	S-40x5	Con L4	4-4½x5½	32.4	Zen	V	A Bos	A Bos	B-L	D	B-L 60 Max	Spi	Tim 6666	W	F F	A	Tim 1632B	Ross	Smi	7500
Diamond	TK		170	S-36x5	S-36x5	Hin HA200	4-4½x5½	32.4	Str	V	R Bos	None	Cov	D	Cov SB	Spi	Tim 6666	W	F F	A	Tim 1632B	Gem	Int	7250
Dixon	A	4070	160	S-36x5	S-36x10	Con L 4	4-4½x5½	32.4	Zen	G	A Bos	None	Ful	D	Ful HU	Har	Tim 6666	W	F F	A	Tim 1630B	Ross	Smi	7300
Duplex	E		130	S*-36x8	S-36x8	Buda EBUI	4-4¼x5½	28.9	Zen	V	Eis	Opt	B-L	D	B-L 50	Pet	Own E	I		B	Own E	Woh	Mot	6900
Eagle	106		144°	S-36x6	S-36x12	Buda YTU	4-4½x6	32.4	Zen	G	Fis		B-L	D	B-L 60	Pet	Own 106	R	F F	A	Own 30	Ross	Smi	6800
Gary	Y35	4250	162	S-36x5	S-40x12	Buda YBUI	4-4½x6	32.4	Str	V	Fis		Ful	D	Ful	Spi	Tim 6666	W	F F	A	Tim 1632B	Ross	Day	8100
G.M.C	K71A		163	S-36x5	S-40x10	Own 71A	4-4½x6	32.4	Mar	G	Fis	Remy	Own	D	Own 71	Own	Tim 6666	W	F F	A	Tim 1632B	Own	Dav	8170

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	General: Chassis Price $	General: Standard Wheelbase (Ins.)	General: Tire Size Front (Ins.)	General: Tire Size Rear (Ins.)	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Engine: Rated H.P. (N. A. C. C.)	Engine: Fuel System Carburetor (Make)	Engine: Fuel System Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gear Set: Make and Model	Universal (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
G.M.C.....K71B	....	187	S-36x5	S-40x10	Own 71B	4-4½x6	32.4	Mar	G	Eis	Remy	Own	D	Own 71	Own	Tim 6666	W	FF	A	Tim 1632B	Own	Day	8520
Grass Fremier.....90	3600	160*	S-36x5	S-36x5	Wau DU	4-4½x6¼	32.4	Str	V	A Bos	A Bos	B-L	D	B-L 55	Spi	Tim 6666	W	FF	B	Con	Ross	Bim	6200
Harvey.....WHB	4250	160*	S*-36x6	S-36x12	Buda YBUI	4-4½x6	32.4	Str	G	Eis	None	Ful	D	B-L 60	Spi	She W32	W	½ F	A	She 4FA20	Ross	Smi	8950
Indiana.....41	....	170	S-36x6	S*-40x12	Wau DU	4-4½x6¼	32.4	Str	V	Eis	Remy	B & B	D	B-L 60	Spi	She W32	W	½ F	A	She 4FA20	Ross	Smi	9175
Kearns.....T	....	160*	S-36x5	S-36x5d	Wis VAU	4-4½x6	32.4	Zen	....	....	....	Ful	D	Ful	....	She	W	½ F	A	She	Ross	....	7850
Kelly Springfield....K 41	4400	156	S-36x5	S-36x12	Own K 41	4-4½x6½	32.4	Zen	G	Eis	Opt	B & B	P	B-L 60	Pet	Cla 3 H	I	FF	D	Own K 41	Gem	Cla	7740
King Zeitler.....75	....	156*	S*-36x6	S*-40x12	Con L 4	4-4½x5½	32.4	Str	G	Eis	ABo*	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632B	Gem	StM	7200
Kleiber.....4850	4850	170	S*-36x5	S*-36x6	Con B5	4-4¾x6	36.0	Str	V	RBos	RBo*	B-L	D	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	Smi	7600
Lange.....F	4650	168*	S-36x5	S-36x12	Con L 4	4-4½x5½	32.4	Str	V	Apo	None	B-L	D	B-L 55	Pet	Tim 6666	W	FF	A	Tim 1632B	Ross	Hoo	8100
Larrabee.....L 6	....	186	S*-36x5	S* 36x10	Con B5	4-4¾x6	36.0	Zen	G	A Bos	A Bo*	B-L	D	B-L 60	Spi	She W32	W	½ F	A	She 4FA20	Ross	Smi	9820
Le Moon.....GP4	....	Opt	S-36x5	S-36x5	Con L 4	4-4½x5½	32.4	Str	G	A Bos	A Bo*	B-L	D	B-L 55	Own	Tim 6666	W	FF	A	Tim 1630 B	Ross	StM	6000
Luedinghaus.....	....	160*	S*-36x6	S-36x6	Wau DU	4-4½x6¼	32.4	Zen	G	Spl	Dyn*	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Shu 610	Ross	Bim	7760
Mack.....AC	....	156*	S-36x5	S-40x5d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own AC	C	DI	D	Own AC	Own	....	....
Master.....55	....	158*	S-36x5	S-40x12	Jackson	4-4¼x6⅝	28.9	Str	V	Spl	....	Ful	....	Ful 60	....	Tim	W	....	A	Tim	Ross	....	5400
Moreland.....AXX	4000	174	S*-36x5	S*-36x10	Con L 4	4-4½x5½	32.4	....	V	Spl	A L*	Own	D	Own 23C670	Pet	Tim 657OS	W	FF	A	Tim 1544B	Ross	Smi	6535
National.....NB	....	164	S*-36x6	S*-36x6	Wau DU	4-4½x6¼	32.4	Zen	G	Eis	None	H-S	O	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1630 B	Ross	Smi	7650
Noble.....E71	3995	164*	S*-36x5	S*-36x12	Buda YTU	4-4½x6	32.4	Str	V	Eis	Wes*	Ful	D	W-G T53	Blo	She W30	W	½ F	A	She 4FA20	Lav	Bim	7250
Ogden.....F	....	178	S-36x5	S-40x12	Con L 4	4-4½x5½	32.4	Zen	V	Eis	None	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1630B	Ross	Smi	7300
Rainier.....R25	4400	170	S-36x5	S-36x12	Con B 7	4-5 x6	40.0	Zen	V	Eis	Del	B-L	D	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	Jon	8000
Sandow.....M	....	170	....	....	Buda YTU	4-4½x6	32.4	Str	G	A Bos	None	B-L	D	B-L 51	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	....	6800
Sanford.....W4 35A	....	174	S-36x6	S-36x12	Con B 7	4-5 x6	40.0	Str	G	Con	Dyn	Ful	D	Ful	Spi	She 32	W	½ F	A	She 4FA20	Ross	Van	8200
Sanford.....W4 35CS	....	156	S-36x6	S-40x14	Con B 7	4-5 x6	40.0	Str	G	Con	Dyn	Ful	D	Ful 2S	Spi	She 32	W	½ F	A	She 4FA20	Ross	Van	9600
Schacht.....L	4000	156	S-36x5	S-36x12	Wis VAU	4-4¼x6	32.4	Zen	G	A Bos	....	B-L	D	Own	Spi	Wis	R	FF	B	Own	Own	Day	8400
Selden Unit.....70	....	165	S*-36x5	S-36x5d	Con L 4	4-4½x5½	32.4	Str	G	Eis	A Bos	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1630B	Gem	Std	7200
Service.....81	....	173	S-36x5	S-36x10	Buda YBU-I	4-4½x6	32.4	Str	V	Eis	Remy	B & B	P	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1632	Ross	Int	7900
Standard.....3½ 5K	....	160*	S-36x5	S-36x12	Con L 4	4-4½x5½	32.4	Str	V	Eis	RBo*	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1630B	Gem	Day	7485
Standard.....3½ 5KS	....	160*	S-36x5	S-36x12	Con L 4	4-4½x5½	32.4	Str	V	Eis	RBo*	B-L	D	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1630B	Gem	Day	7519
Stewart.....10 X	3795	165	S*-36x5	S-36x5	Buda YTU	4-4½x6	32.0	Zen	V	Eis	Eis	Ful	P	Ful GU 6	Spi	Cla 3D	I	FF	B	Col 8503	Ross	Cla	6600
Super Truck.....70	4100	164	S-36x5	S-40x5d	Wis UAU	4-4¼x6	38.9	Zen	G	A Bos	West	Ful	D	Ful G	Spi	She W 32	W	½ F	A	She 4FA20	Ross	Smi	7500
Traffic.....	3000	145*	S-36x5	S-40x10	Con S 4	4-4½x4½	32.4	Zen	V	A Bos	A Bos	Ful	D	Ful	U-M	Tim	W	FF	A	For	Ross	Bim	6500
Twin City.....AW	3500	168	S-36x6	S-40x6d	Own TW	4-4¼x6	38.9	Str	V	A Bos	N-E*	B & B	P	Ful H	Spi	Tim 6666	W	FF	A	Tim 1630B	Ross	Smi	7200
Victor.....80	3400	160	S*-36x5	S*-36x5d	Con L 4	4-4½x5½	32.4	Zen	V	Eis	....	Ful	D	Ful GU 14	U-M	Wis 120 BG	R	½ F	A	Shu 610	Lav	Smi	7000
Ward LaFrance.....4B	....	172	S*-36x5	S*-36x5d	Wau	4-4½x6¼	32.4	Str	G	RBos	A-L	B-L	D	B-L 55	Spi	Tim	W	FF	A	Tim	Ross	Hoo	6800
White.....40	4200	174*	S*-36x5	S-40x5d	Own GR	4-4¼x5¾	28.9	Zen	V	....	L-N*	Own	D	Own	Spi	Own	R	FF	B	Own	Own	....	7130
Wilcox.....E	3950	147	S-36x5	S-36x5d	Buda YTU	4-4½x6	32.4	Str	G	A Bos	Wes*	....	D	Own EA	Own	WAL 5A	R	½ F	B	She 4FA20	Own	....	6600
Winther.....74	4200	150	S-36x5	S-36x5d	Wis VAU	4-4½x6	32.4	Str	V	A Bos	A Bos	B & B	D	B-L 55	Pet	Cla	I	....	A	Tim	Ross	Own	7600
Winther.....474	5000	150	S-36x5	S-36x5d	Wis VAU	4-4½x6	32.4	Str	V	A Bos	A Bos	B & B	D	B-L 55 MAX	Pet	Cla	I	....	B	Own	Ross	Own	8300
4 Ton																							
Acorn.....70	4250	166	S-36x5	S-40x10	Buda YBUI	4-4½x6	32.4	Zen	G	RBos	....	B-L	D	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	Int	7400
Armleder.....70	....	156*	S-36x6	S-36x6d	Buda YBUI	4-4½x6	32.4	Zen	V	A Bos	A Bos	B-L	D	B-L	Spi	Tim	W	FF	B	Tim	Ross	Smi	7500
Available.....L 4	....	154	S-36x5	S-36x12	Her L	4-4½x5¾	32.4	Str	G	A Bos	ABo*	B-L	D	B-L 55 MAX	Spi	Tim 7666	R	FF	A	Con 2203	Ross	Int	7800
Brockway.....R	....	164	S-36x5	S*-36x5d	Con L 4	4-4½x5½	32.4	Zen	V	Eis	L-N	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632	Ross	Day	7075
Brockway.....R14	....	165⅛	S-36x5	S*-36x5d	Con L 4	4-4½x5½	32.4	Zen	V	Eis	L-N	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632	Ross	Day	7075
Brockway.....RT	....	175	S-36x5	S-36x10	Con B 5	4-4¾x6	36.1	Zen	V	Eis	L-N	B-L	D	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1632	Ross	Day	7500
Buck.....74	....	170*	S*-36x6	S*-40x12	Con L 4	4-4½x5½	32.4	Zen	V	A Bos	A Bos	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632	Ross	Smi	7350
Clinton.....90	4260	190	S-36x5	S-36x6	Buda YTU	4-4½x6	32.4	Zen	G	A Bos	A Bos	B-L	D	B-L 55	M-E	Tim 6666	W	FF	A	Tim 1632B	Ross	StM	7410
Clinton.....90 M	4400	190	S-36x5	S-36x6	Buda YTU	4-4½x6	32.4	Zen	G	A Bos	A Bos	B-L	D	B L 55 MAX	M-E	Tim 6666	W	FF	A	Tim 1632B	Ross	StM	7480
Corbitt.....A	....	178	S-36x5	S-36x10	Con L 4	4-4½x5½	32.4	Str	V	Eis	ABo*	B-L	D	B-L BB	Spi	She W32	W	½ F	A	She 4AF20	Ross	Smi	7370
Day Elder.....K	....	162*	S-36x5	S-36x12	Buda YBU	4-4½x6	32.4	Zen	V	Eis	ABo*	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632B	Gem	Van	8500
Denby.....27	....	170	S-36x5	S-36x6	Con L 4	4-4½x5½	32.4	Zen	G	Eis	....	Ful	D	Ful	U P	Cla	I	Dr	....	Tim	Ross	Smi	7020
Dorris.....K8	4385	Opt	S*-36x5	S-36x6d	Own	4-4¼x5½	28.9	Str	G	A Bos	A Bos	Own	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1630B	Ross	Day	7510
Fageol.....445	4950	172	S-36x6	S-36x6d	Wau DU	4-4½x6¼	32.4	Zen	V	R Bos	R Bos	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	Van	8525
Federal.....W3	4200	157	S-36x5	S-40x5d	Con L 4	4-4½x5½	32.4	Zen	V	Eis	Remy	B & B	P	Own WL	Spi	Tim 6666	W	FF	A	Tim 1630B	Gem	Smi	7000
Garford.....80	....	162	S-36x5	S-36x10	....	4-5x6¼	40.0	....	G	....	....	Own	D	Own 80	....	....	W	FF	A	....	....	....	8700
Gotfredson.....80	....	160	S-36x6	S-40x7d	Buda YBUI	4-4½x6	32.4	Zen	V	R Bos	None	B-L	D	B L 55 MAX	Spi	Tim 6666	W	FF	B	Tim 1632B	Gem	Day	8400
Gramm Bernstein.....40	....	156	S-36x5	S-36x12	Con L4	4-4½x5½	32.4	Str	G	Eis	A-L	Ful	D	Ful G7	Own	She W31	W	½ F	B	She 4 FA 20	Ross	Smi	7980
Gramm Kincaid.....8480	4330	152*	S*-36x5	S*-36x5	Her L	4-4½x5¾	32.4	Zen	G	A Bos	A-L	Ful	D	Ful H	Thei	Wis 120 BG	R	½ F	B	Wis 30	Ross	Smi	8360
Gramm K.P. (low bed)...	4775	230*	S*-36x5	S*-36x5	Her L	4-4½x5¾	32.4	Zen	V	A-L	A-L	Ful	D	Ful GU	Thei	Wis 125K	R	½ F	B	She D445	Ross	Smi	8560
Guilder.....J	4500	170	S-36x5	S-36x6d	Buda YTU	4-4½x6	32.4	Zen	G	Eis	None	B-L	D	B-L 55	M-E	Wis 1200	R	FF	A	Shu 610	Ross	Van	7500
Kenworth.....L	4500	170	S*-36x5	S*-36x5d	Buda YBU	4-4½x6	32.4	Zen	V	R Bos	Remy	B & B	P	Cot S	Spi	She W 32	W	½ F	A	She 4FA20	Ross	Smi	8800
Kissel Heavy Duty.....	3675	168	S*-36x5	S*-36x12	Own 14000	4-4¼x5½	28.9	Str	V	Eis	Rey*	W-G	D	W-G T 53	Spi	She W 31	W	½ F	A	She 4FA20	Ross	Smi	7200
Maccar.....M2	....	176	S-36x5	S-36x6d	Wis VAU	4-4½x6	32.4	S-Z	V	Eis	ABo*	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	Day	7300
Master.....55	....	158*	S-36x5	S-40x12	Jackson	4-4¼x6⅝	28.9	Str	....	Spl	....	Ful	....	Ful 60	....	Tim	W	....	A	Tim	Ross	....	....
Noble.....E72	4150	164	S-36x5	S-36x12	Buda YTU	4-4½x6	32.4	Str	V	Eis	Wes	Ful	D	W G	Blo	She W 30	W	½ F	A	She 4FA20	Lav	Bim	7300
Pierce Arrow.....WC	4900	162	S*-36x5	S-36x6d	Own WC	4-4½x6¾	32.4	Str	P	Del	Del	Own	D	Own WC	Spi	Own WC	W	½ F	B	Own WC	Own	Bet	8490
Rehberger.....C	....	174	S-36x6	S-36x12	Buda YBU	4-4½x6	32.4	Zen	G	R Bos	R Bo*	B-L	D	B L 55	Spi	Tim 6666	W	FF	A	Tim 1632B	Gem	Van	7940
Schacht.....	4400	168	S-36x5	S-40x6d	Wis VAU	4-4¼x6	32.4	Zen	G	A Bos	None	B-L	D	Own	Spi	Own	W	FF	B	Own	Own	StM	7800
Selden.....73	....	168	S*-36x5	S-36x6d	Con B 5	4-4¾x6	36.1	Str	V	Eis	A Bos	B-L	D	B-L 55	Spi	Tim 6666	W	FF	A	Tim 1630 B	Gem	Std	7720
Sterling.....DW1BX	....	156	S-36x5	S-36x10	Own CU	4-4⅝x5¾	30.6	Zen	V	Eis	....	B-L	D	B-L 50	Spi	Tim	W	FF	A	Tim 1544B	Ross	Hoo	6100
Sterling.....EW20	....	162	S-36x5	S-40x10	Own DC	4-4½x6¼	32.4	Zen	V	Eis	....	H-S	O	B-L 60	Spi	Tim	W	FF	....	Tim 1632B	Ross	Hoo	7775
Union.....H	....	174	S-36x6	S-36x10	Wis VAU	4-4½x6	32.4	Zen	G	Eis	L N	Ful	D	Ful H	U-P	Wis 1200	R	FF	B	Shu 650	Jac	Smi	7700
Union.....HW	....	174	S-36x6	S-40x12	Wis VAU	4-4½x6	32.4	Zen	G	Eis	L N	Ful	D	Ful H	U-P	Wal 5A	R	FF	A	Shu 650	Jac	Smi	7750
U.S.S.....	4425	168*	S-36x5	S-36x5d	Hin 200	4-4½x5½	32.4	Str	V	Stl	ABo*	B-L	D	B L 55	Blo	She W 32	W	½ F	A	She 4FA20	Lav	Sch	7100
Witt-Will.....A	4750	172	S-36x6	S-40x6d	Con B5	4-4¾x6	36.1	Zen	G	Eis	A Bos	B-L	D	B L 60	Spi	Tim 6760	W	FF	A	Tim1732B	Ross	Smi	9500
4½ Ton																							
Republic.....30	....	170*	S-36x5	S-36x12	Con L 4	4½x5½	32.4	Str	V	A Bo*	A Bos	Ful	D	Ful	Spi	Eat	I	D	B	Wis	Lav	Van	6700
Republic.....30 W	....	170*	S-36x5	S-36x12	Wan CU	4⅝x5¾	30.6	Str	V	A Bo*	A Bos	Ful	D	Ful	Spi	Eat	I	D	B	Wis	Lav	Van	6700
5 Ton																							
Acme.....90L	....	177	S*-36x5	S*40x12	dCon B-7	4-5 x6	40.1	Ray	V	A Bos	A Bos	B&B	P	Cot S	Blo	Tim 6666	W	FF	A	Tim 1630B	Ross	Bim	8160
Amer. LaFrance.....V	5500	Opt	S-36x6	S-40x6d	Own 5R	4-4¾x6	36.1	Zen	V	Spl	RBo*	Own	D	Own 5R	Own	Own 5R	W	FF	B	Own 5R	....	Day	9600
Atterbury.....24E	5500	174*	S-36x6	S-40x7d	Con B-7	4-5 x6	40.1	Zen	V	A Bos	A Bos	B-L	D	B-L60MAX	Spi	Tim 6760	W	FF	A	Tim 1732B	Gem	Std	9500
Autocar.....L	....	156	S-34x6	S-36x14	Own Y	4-4¼x5½	38.9	Str	G	R Bos	L-N*	Own	P	Own B	Spi	Own Y	R	FF	A	Own Y	Ross	Hoo	7400
Autocar.....M	....	120	S-34x6	S-36x14	Own Y	4-4¼x5½	98.9	Str	G	R Bos	L-N*	Own	P	Own B	Spi	Own Y	R	FF	A	Own Y	Ross	Hoo	7200
Available.....L5	....	190	S-36x6	S-40x12	Wau EU	4-5 x6¼	40.0	Str	G	A Bos	ABo*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1730	Ross	Smi	9500
Biederman.....	....	180*	S-36x7	S-36x14	Con 6B-6	6-3¾x5	33.7	Zen	G	Del	Del	B-L	D	B-L 60	Spi	Tim	W	FF	A	Shu	Ross	Day	9200
Brockway.....T	....	174	S-36x6	S-40x14	Con B-7	4-5 x6	52.5	Zen	V	Eis	L-N	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732	Ross	Day	9800
Brockway.....T15	....	176¾	S-36x6	S-40x14	Con B-7	4-5 x6	52.5	Zen	V	Eis	L-N	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732	Ross	Day	9800
Buck.....84	....	183*	S*-36x6	S*-40x12	Con B5	4-4¾x6	36.1	Zen	V	A Bos	A Bos	B-L	D	B-L 60	Spi	Tim 6666	W	FF	A	Tim 1632	Ross	Smi	7950
Chicago.....	....	183*	S-36x6	S-40x12	Her L	4-4½x5¾	32.4	Zen	G	Apo	None	B-L	D	B-L 60	Pet	Tim 6760	W	FF	A	Tim 1732	Gem	Smi	8500
Clinton.....120L	5140	204	S*-36x6	S-36x7d	Buda BTU	4-5 x6½	40.0	Zen	G	A Bos	A Bos	B-L	D	B-L 60	M-E	Tim 6760	W	FF	A	Tim 1732B	Ross	StM	9400
Clinton.....120LM	5250	204	S-36x6	S-36x7d	Buda BTU	4-5 x6½	40.0	Zen	G	A Bos	A Bos	B-L	D	B-L 60MAX	M-E	Tim 6760	W	FF	A	Tim 1732B	Ross	StM	9400
Clydesdale.....2	....	176	S-36x7	S-40x7	Con B-7	4-5 x6	40.0	Zen	V	A Bos	ABo*	B-L	D	B-L 60 MAX	Spi	Tim 6760	W	FF	A	Tim 1732 B	Ross	Smi	9750
Coleman.....	....	144	P-42x9	P-42x9	Buda YBUI	4-4½x6	32.4	Str	V	A Bos	A Bos	Ful	D	Ful GU-14	Spi	Wis 120J-FF	R	FF	E	Wis 120 J-F	Ross	Day	8750
Corbitt.....AA	....	178	S-36x6	S-40x6	Buda BTU	4-5 x6½	40.0	Str	V	Eis	ABo*	B-L	D	B-L 60MAX	Spi	Tim 6760	W	FF	A	Tim 1732 B	Ross	Smi	9410
Day-Elder.....L	....	170*	S-36x6	S-36x7d	Buda BTU	4-5 x6½	40.0	Zen	V	Eis	ABo*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732 B	Gem	Van	10M
Denby.....210	....	170	S-36x6	S-40x6d	Con B5	4-4¾x6	36.1	Zen	G	Eis	....	Ful	D	Ful	U-P	Cla	I	DD	....	Tim	Ross	Smi	8590
Diamond.....TS	....	180	S-36x6	S-40x6	Hin B-2	4-4¾x6	36.1	Str	V	R Bos	Opt*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732 B	Gem	Int	8750

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	General: Chassis Price $	General: Standard Wheelbase (Ins.)	General: Tire Size: Front (Ins.)	General: Tire Size: Rear (Ins.)	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Engine: Rated H. P. (N. A. C. C.)	Engine: Fuel System: Carbureter (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gear Set: Make and Model	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
Dixon	4490	160	S-36x5	S-36x12	Con L-4	4-4½x5½	32.4	Zen	G	ABos	None	Ful	D	Ful HU1	Spi	Tim 6666	W	FF	A	Tim 1632B	Ross	Smi	8100
Federal X4	4750	163	S-36x6	S-40x6d	Con B-5	4-4¾x6	36.1	Zen	V	Eis	Rey†	B&B	P	W-G	Spi	Tim 6760	W	FF	A	Tim 1630B	Gem	.....	8700
Garford 100	....	167	S*-36x6	S-40x12	.....	4-5 x6½	40.0	.....	G	.....	.....	Own	D	.....	.....	.....	W	FF	A	.....	.....	.....	9450
§Gary B50	4850	182	S-36x6	S-40x14	Buda BTU	4-5 x6½	40.0	Str	V	Eis	None	B-L	D	B-L	Spi	Tim 6766	W	FF	A	Tim 1732	Ross	Day	9250
G.M.C. K 101	....	163°	S-36x5	S-40x12	Own K101	4-4½x6	32.4	Mar	G	Eis	Remy	Own	D	Own 101	Own	Tim 6760	W	FF	A	Tim 1632B	Own	Day	8670
Gotfredson 100	....	169	S-36x6	S-40x8d	Buda BTU	4-5 x6½	40.0	Zen	V	RBos	None	B-L	D	B-L 60 MAX	Spi	Tim 6760	W	FF	B	Tim 1732B	Gem	Day	12M
Gramm-Bernstein 50	....	168	S-36x6	S-40x6	Con B2	4-4¾x6	36.1	Str	G	Eis	N-E	Own	D	Own 50	Own	She W-51	W	FF	B	She 4FA20	Ross	Smi	9700
Guilder K5	4850	170	S-36x6	S-40x6d	Buda YTU	4-4½x6	32.5	Zen	G	Eis	None	B-L	D	B-L 60	M-E	Wis 1600	R	FF	B	Shu 650	Ross	Van	8800
Hahn M	4250	152°	S-36x5	S*-36x6d	Con L4	4-4½x5½	32.4	Str	G	RBos	Del	B-L	D	.....	Spi	Tim 6666	W	FF	A	Tim 1630	Ross	Opt	9200
Hahn M2	4750	174°	S-36x5	S-40x12	Con B5	4-4¾x6	36.1	Str	G	RBos	Del	B-L	D	.....	Spi	Tim 6666	W	FF	A	Tim 1730	Ross	Opt	8300
International 103	....	160	S-36x5	S-40x14	Own	4-4¼x5	28.9	Own	G	RBos	Rey*	Own	D	Own 103	Own	Own 103	I	DD	B	Own 103	Own	Own	7580
Kearns TF	....	160°	S-36x6	S*-36x6d	Wis VAU	4-4½x6	32.4	Zen	.....	.....	.....	Ful	D	Ful	.....	She	W	½	FA	She	Ross	.....	8400
Kenworth RS	5500	178	S-36x6	S-40x14	Buda BTU	4-5 x6½	40.0	Zen	V	RBos	Remy	B-L	D	B-L 60MAX	Spi	She W-51	W	½	FA	She 5FA-30	Ross	Smi	9700
King Zeitler 90	....	168°	S-36x7	S-40x14	Con B5	4-4¾x6	36.1	Str	G	Eis	ABo*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732 B	Gem	StM	8600
Kissel Goliath 4385	168	S-36x6	S-40x14	Buda BTU	4-5 x6½	40.0	Str	V	Eis	.....	B-L	P	W-G	Spi	She W 32	W	½	F..	She 3FA20	Ross	Smi	8500
Kleiber 5300	185	S*-36x6	S*-40x14	Con B-5	4-4¾x6	36.1	Str	V	RBos	None	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1730	Ross	Smi	104*
LeMoon G5	....	Opt	S-36x6	S-40x6	Con B-5	4-4¾x6	36.1	Str	G	ABos	ABo*	B-L	D	B-L60 Max	Own	Tim 6766	W	FF	A	Tim 1730	Ross	StM	8000
Luedinghaus	....	160°	S*-36x6	S*-40x6	Wau EU	4-5 x6¼	40.0	Zen	G	Spl	Opt*	B-L	D	B-L 60	Spi	Tim	W	FF	A	.....	Ross	.....	9500
Maccar G1	....	186	S-36x6	S-40x6d	Wis RBU	4-5 x6	40.0	S-Z	V	Eis	ABo*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732B	Ross	Day	8975
Mack AC	....	156°	S-36x6	S-40x6d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own AC	C	DD	D	Own AC	Own	.....	.....
Master 61	....	158	S-36x5	S-40x12	Buda YBUI	4-4½x6	32.4	Zen	V	Eis	None	Ful	D	Ful	Spi	Tim 6760	W	FF	A	Tim 1630	Ross	Smi	8400
Moreland RX	5000	192	S-36x6	S-40x7	Con B-5	4-4¾x6	36.1	.....	V	Spl	A-L*	Own	D	Own 23H	Pet	Tim 6666	W	FF	A	Tim 1632B	Ross	Smi	8180
Northway C5	4500	160°	S-36x6	S-40x12	Own C	4-4 x6	25.6	She	V	ABos	ABos	.....	.....	.....	.....	.....	R	...	...	.....	.....	.....	7260
Ogden G	....	175	S-36x6	S-40x12	Con B-5	4-4¾x6	36.1	Zen	G	Eis	Ves	B-L	D	B-L 60	M-E	Tim 6766	I	...	A	Tim 1540B	Ross	Smi	8600
Oshkosh F	5400	146	S*-36x8	S-36x12	Wau EU	4-5 x6¼	40.0	Zen	G	Spl	None	Ful	D	Ful	Blo	Own	B	FF	A	Own	Lav	Cla	8350
Pierce-Arrow RD	5100	162	S*-36x6	S-36x7d	Own RD	4-4½x6¾	32.4	Str	P	Del	Del	Own	D	Own RD	Spi	Own RD	W	FF	B	Own RD	Own	Bet	8750
Rehberger D	....	186	S-36x6	S-40x14	Buda BTU	4-5 x6½	40.0	Zen	G	RBos	RBo*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732B	Gem	Van	††
Republic 35	....	170	S-36x6	S-36x14	Wau DU	4-4½x6¼	32.4	Str	V	ABos	ABo*	Ful	D	Ful	Spi	Eat	I	DD	B	Wis	Lav	Van	7500
Sandow L	....	175	S-36x6	S-40x12	Buda BTU	4-5 x6½	40.0	Str	G	ABos	None	B-L	D	B-L 60	Spi	Tim 6766	W	½	FB	Tim 1732B	Ross	.....	7800
Sanford W50	....	174	S-36x6	S-40x14	Con B-7	4-5 x6	40.0	Str	G	Con	Dyn	Ful	D	Ful H-1	Spi	She 51	W	½	FA	She 4FA20	Ross	Van	9400
Schacht 4600	168	S-36x5	S-40x7	Wis RCU	4-4¼x6	32.4	Zen	G	RBos	None	B-L	D	Own	Spi	Own	W	FF	B	Own	Own	StM	8200
Selden Unit 90	....	164	S-36x6	S-40x12	Con B-7	4-5 x6	40.1	Str	G	Eis	ABos	Det	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1730B	Gem	Std	9650
Service 103	....	173	S-36x6	S-40x12	Buda YBU-I	4-4½x6	32.4	Str	V	Eis	Remy	B&B	P	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732	Ross	Int	9150
Sterling EW23	....	168°	S-36x6	S-40x12	Own DU	4-4½x6¼	32.4	Zen	V	Eis	.....	H-S	O	B-L	Spi	Tim	W	FF	A	Tim 1632B	Ross	Hoo	8675
Sterling EWS25	....	168°	S-36x6	S-40x12	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	B-L	Spi	Tim	W	FF	A	Tim 1732B	Ross	Hoo	9175
Sterling EC23	....	174°	S-36x6	S-40x12	Own DU	4-4½x6¼	32.4	Zen	V	Eis	.....	H-S	O	B-L60	BG	Own	C	DD	A	Tim 1632B	Ross	Hoo	8100
Sterling ECS24	....	174°	S-36x6	S-40x12	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	B-L60	BG	Own	C	DD	A	Tim 1632B	Ross	Hoo	8400
Super Truck 100	4500	164	S-40x5	S-40x6d	Wis RAU	4-4¾x6	36.1	Zen	G	Spl	Ves†	Ful	D	Ful H	Spi	She W-51	W	½	FA	She 4FA20	Ross	Smi	8500
Traylor F	4700	170	S-36x6	S-40x12	Buda YTU	4-4½x6	32.4	Zen	G	ABos	Wes†	B-L	D	B-L 60	Spi	She W-32	W	½	FA	She 4FA20	Ross	Smi	8800
U. S. S. Special	4800	168°	S-36x6	S-40x6d	Hin HA200	4-4½x5½	32.4	Str	V	Spl	ABo*	B-L	D	B-L 55	Blo	She W-32	W	½	FA	She 4FA20	Lav	Smi	7500
United 100	....	171	S-36x6	S-36x12	Her G	4-4¾x5¾	36.1	Zen	G	ABos	None	B-L	D	B-L 60	Blo	Wis 1800	R	...	A	Shu 610	Lav	Van	8150
Victor 85	4250	162	S-36x6	S-40x14	Con L4	4-4½x5½	32.4	Zen	V	Eis	.....	Ful	D	Ful GU14	U-M	Wis 160B	R	FF	A	Shu 650	Lav	Day	8000
Ward LaFrance 5B	....	164	S-36x6	S-40x6d	Wau EU	4-5 x6¼	40.0	Str	G	RBos	A-L	B-L	D	B-L 60 Max	Spi	Tim	W	FF	A	Tim	Ross	Van	7900
White 45	4500	175°	S*-36x6	S-40x6d	Own GR	4-4¼x5¾	28.9	Zen	V	.....	.....	Own	P	Own 45	Spi	Own 45	R	FF	B	Own 45	Own	.....	7930
Wilcox F	4350	162	S-36x5	S-40x12	Buda ATU	4-4¾x6½	36.1	Str	V	ABos	Opt*	Own	D	Own EA	Spi	Wal 5A	R	½	FB	She 5FA30	Own	Smi	9000
Winther 104	5000	162	S-36x5	S-40x6d	Wis RAU	4-4¾x6	36.1	Str	V	ABos	ABos	B&B	D	B-L 60	Pet	Cla	I	...	A	Tim	Ross	Own	8600
Witt-Will A	4750	172	S-36x6	S-40x6d	Con B5	4-4¾x6	36.1	Zen	G	Eis	ABos	B-L	D	B-L 60 ax	Spi	Tim 6760	W	FF	A	Tim 1730B	Ross	Day	9500
5½ Ton and over																							
Acme 125	....	180	S-36x6	S-40x14	Con B-7	4-5 x6	40.1	Ray	V	ABos	ABos	B&B	P	Cot T	Blo	Tim 6760	W	FF	A	Tim 1730B	Ross	Smi	8970
Amer. LaFrance V 6 ton	5750	Opt	S-36x6	S-40x6d	Own 5 R	4-4¾x6	36.1	Zen	V	Spl	RBo*	Own	D	Own 5R	Own	Own 5R	W	FF	B	Own 5R	.....	Day	9600
Amer. LaFrance U 7 ton	6000	Opt	S-36x7	S-40x7d	Own 5R	4-4¾x6	36.1	Zen	V	Spl	RBo*	Own	D	Own 5R	Own	Own 5R	W	FF	B	Own 5R	.....	Day	9800
Buck 94	....	183°	S*-36x7	S-40x7	Con B7	4-5x6	40.0	Zen	V	ABos	ABos	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1632	Ross	Smi	9500
Clinton 120SM	5250	172	S*-36x6	S-40x7d	Buda BTU	4-5x6½	40.0	Zen	G	ABos	ABos	B-L	D	B-L 60 Max	M-E	Tim 6760	W	FF	A	Tim 1732B	Ross	StM	9400
Fageol 645	5450	172	S-36x6	S-40x7d	Wau DU	4-4½x6¼	32.4	Zen	V	RBos	RBos	B-L	D	B-L 55	Spi	Tim 6760	W	FF	A	Tim 1732B	Ross	Van	9750
Federal X3	5000	.....	S-36x6	S-40x14	Con B-5	4-4¾x6	36.1	Zen	V	Eis	Remy	B&B	P	W-G	Spi	Tim 6760	W	FF	A	Tim 1630B	Gem	.....	9100
Garford 151	....	162	S-36x6	S-40x12	.....	4-5 x6½	40.0	.....	G	.....	.....	Own	D	Own 151	.....	Own 151	C	DD	B	.....	.....	.....	101*
Guilder L6-7	5250	170	S-36x6	S-40x14	Buda BTU	4-5 x6½	.....	Zen	G	Eis	None	B-L	D	B-L 60	M-E	Wis 1600	R	FF	A	Shu 650	Ross	Van	9600
Kelly-Springfield K61	5000	156	S-36x6	S-36x7d	Own K61	4-4½x6½	32.4	Zen	G	Eis	Opt	B&B	P	B-L 60	Pet	Cla 5H	I	FF	D	Own K-61	Gem	Cla	9025
Kelly-Springfield K100	5000	158	S-36x6	S-40x14	Own	4-4½x6½	32.4	Zen	G	Eis	Opt	B&B	P	B-L 60 Max	Pet	Own	C	DD	..	Own	Gem	Smi	9400
Mack AC6½	....	156°	S-36x6	S-40x12	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own AC	C	DD	D	Own AC	Own	.....	.....
Mack AC7½	....	156°	S-36x7	S-40x7d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own AC	C	DD	D	Own AC	Own	.....	.....
Master 64	....	170	S-36x6	S-40x14	Buda BTU	4-5 x6½	40.0	Zen	V	Eis	None	Ful	D	Ful	Spi	Tim 6760	W	FF	A	Tim 1730B	Ross	Smi	9800
Pierce-Arrow RF7½	5300	168	S*-36x6	S-40x8d	Own RF	4-4½x6¾	32.4	Str	P	Del	Del	Own	D	Own RF	Spi	Own RF	W	FF	B	Own RF	Own	Pet	9540
Rainier R 27	5300	170	S-36x6	S-40x6	Con B-7	4-5 x6	40.0	Zen	V	Eis	Del*	B-L	D	B-L 67	Spi	Tim 6760	W	FF	A	Tim 1632B	Ross	Smi	9000
Saurer 5AD	6000	Opt	S*-40x6	S*-40x7	dOwn 5AD	4-4¾x7½	29.3	Own	G	SCI	Opt	Own	K	Own FAD	Own	Own FAD	B	FF	B	Own FAD	Own	Own	7500
Schacht 7½	5100	156°	S-36x6	S-40x14	Wis RBU	4-5 x6	40.0	Zen	G	RBos	None	B-L	D	Own	Spi	Own	W	FF	B	Own	Own	StM	9000
Standard 5-7	....	165°	S-36x6	S-40x14	Con B-5	4-4¾x6	36.1	Str	B	Eis	RBo*	B-L	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1730	Gem	Day	8700
Sterling EW27-6	....	168°	S-36x6	S-40x14	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732B	Ross	Hoo	9475
Sterling EC26-6	....	174°	S-36x6	S-40x12	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	DD	A	Tim 1732B	Ross	Hoo	8800
Sterling EC29-7½	....	174°	S-36x6	S-40x14	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	DD	A	Tim 1732B	Ross	Smi	9675
Sterling EC35-10	....	174°	S-36x7	S-40x14	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	DD	A	Tim 1732B	Ross	Smi	101*
Sterling EC34-10	....	148°	S-36x7	S-40x14	Own GU	4-5½x6¼	46.0	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	DD	A	Tim 1732B	Ross	Smi	101*
U. S. T.	5500	172°	S-36x6	S-40x6d	Buda ATU	4-4¾x6½	36.1	Str	V	Eis	ABos	B-L	D	B-L 60	Blo	She W-51	W	½	FB	She 4FA20	Lav	Smi	9700
Victor 90	4850	164	S-36x7	S-40x14	Con B5	4-4¾x6	36.1	Zen	V	Eis	.....	Ful	D	Ful GU14	U-M	Wis 160B	R	FF	A	Shu 650	Lav	Day	8500
Ward LaFrance 7B	....	164	S-36x6	S-40x7d	Wau EU	4-5 x6¼	40.0	Str	G	RBos	A-L	B-L	D	B-L 60 Max	Spi	Tim	W	FF	A	Tim	Ross	Van	9500
Winther 144	6000	162	S-36x6	S-40x7d	Wis RBU	4-5 x6	40.0	Str	V	ABos	ABos	B&B	D	B-L 60	Pet	Cla	I	...	A	Tim	Ross	Own	9500
Gasoline Tract. Trucks																							
Acme 60 L	....	120	S 36x4	S 36x10	ConL4	4-4½x5½	32.4	Zen	V	ABos	ABos	B&B	P	Cot RU	Blo	Tim 6566	W	FF	A	Tim 1544	Ross	Int	5050
Acme 90 L	....	129	S 36x5	S 40x12	Con B 7	4-5x6	40.1	Ray	V	ABos	ABos	B&B	P	Cot SU	Blo	Tim 6666	W	FF	A	Tim 1630B	Ross	Bim	8160
Acme 125	....	129	S 36x6	S 40x14	Con B 7	4-5x6	40.1	Ray	V	ABos	ABos	B&B	P	Cot SU	Blo	Tim 6760	W	FF	A	Tim 1730B	Ross	Smi	8970
Amer. La France 5 Ton	3950	143	S 36x4	S 36x7	Own 2R	4-4¼x6	28.9	Zen	V	Spl	RBo*	Own	D	Own 2R	Own	Own 2R	R	FF	B	Own 2R	.....	Day	6400
Amer. La France 7 Ton	4950	146	S 36x5	S 36x10	Own 3R	4-4¼x6	28.9	Zen	V	Spl	RBo*	Own	D	Own 3R	Own	Own 3R	W	FF	B	Own 3R	.....	Day	8400
Amer. La France 10 Ton	5500	146	S 36x6	S 40x6	Own 5R	4-4¾x6	36.1	Zen	V	Spl	RBo*	Own	D	Own 5R	Own	Own 5R	W	FF	B	Own 5R	.....	Day	9400
Amer. La France 13 Ton	5750	146	S 36x6	S 40x6	Owr 5R	4-4¾x6	36.1	Zen	V	Spl	RBo*	Own	D	Own 5R	Own	Own 5R	W	FF	B	Own 5R	.....	Day	9500
Amer. La France 15 Ton	6000	146	S 36x7	S 40x7	Own 5R	4-4¾x6	36.1	Zen	V	Spl	RBo*	Own	D	Own 5R	Own	Own 5R	W	FF	B	Own 5R	.....	Day	9700
Armleder 30	....	115	S*34x4	S*34x6	Her OX	4-4x5	25.6	Zen	V	ABos	ABos	B-L	D	B-L	Spi	Tim	W	½	FA	Tim	Ross	StM	4100
Armleder 50	....	116	S 36x4	S 36x8	Buda EBUI	4-4¼x5½	28.9	Zen	V	ABos	ABo*	B-L	D	B-L	Spi	Tim	W	½	FA	Tim	Ross	StM	5100
Diamond T04T	....	119	S 36x4	S 36x4	Hin 400	4-4x5¼	25.6	Str	G	RBos	Non*	Cov	D	Cov JUC	Spi	Tim	W	½	FA	Own 512	.....	.....	.....
Diamond T3T	....	119	S 36x3½	S 36x5	Her OX	4-4x5	25.6	Str	V	RBos	None	Cov	D	Cov	Spi	Tim	W	½	FA	Tim 1452	Gem	.....	.....
Diamond TU2T	....	119	S*36x4	S 36x8	Hin 1400	4 x5¼	25.6	Str	V	RBos	None	Cov	D	Cov RU4C	Spi	Tim 6560	W	FF	A	Tim 1544B	Gem	.....	.....
Diamond TU3T	....	119	S 36x4	S 36x8	HinHAA1500	4-4¼x5½	28.9	Str	V	RBos	.....	Cov	D	Cov RAD4	Spi	Tim 6566	W	FF	..	Tim 1544B	Ross	.....	5940
Diamond TKT	....	118	S 36x5	S 36x5d	Hin 1500	4-4¼x5½	28.9	Str	V	RBos	None	Cov	D	Cov SA4	Spi	Tim 6666	W	FF	A	Tim 1632B	Gem	.....	.....
Diamond TST	....	140	S 36x6	S 40x5d	Hin CLB	4-4¾x6	36.1	Str	V	RBos	None	Cov	D	B-L 60	Spi	Tim 6760	W	FF	A	Tim 1732B	Gem	.....	.....
ederal	3200	125	S 36x4	S 36x4d	Con K 4	4-4½x5¼	27.2	Zen	V	Eis	Remy	B&B	P	D-G	Spi	Tim 6560	W	FF	A	Own	Gem	.....	5000
ederal	4235	121	S 36x5	S 36x5d	Con L 4	4-4½x5½	32.4	Zen	V	Eis	Remy	B&B	P	W-G	Spi	Tim 6666	W	FF	A	Tim 1630B	Gem	.....	6700
. W. D.	....	105	S 36x7	S 36x7	Wis A	4-4¾x5½	36.1	Str	G	Eis	N-E*	H-S	D	Cot DAE	Blo	Own B	B	FF	B	Own B	Ross	Std	6150
Garford 50	....	130	S 36x5	S 33x8	.....	4-4¼x5½	38.9	.....	G	.....	.....	Own	D	Own	.....	.....	W	FF	A	.....	.....	.....	5900
Garford 80	....	138	S 36x5	S 36x10	.....	4-4½x6	32.4	.....	G	.....	.....	Own	D	Own 80	.....	.....	W	FF	A	.....	.....	.....	7800

*Two ciphers omitted for lack of space. See "Abbreviations" for other uses of this reference mark.
††Chassis weight 10,010 lbs.

Mechanical Specifications for 1926 Motor Trucks—Continued

TRADE NAME AND MODEL	General: Chassis Price $	General: Standard Wheelbase (Ins.)	General: Tire Size: Front (Ins.)	General: Tire Size: Rear (Ins.)	Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Engine: Rated H. P. (N. A. C. C.)	Engine: Fuel System: Carbureter (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gear Set: Make and Model	Universal (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Wheels (Make)	Chassis Weight (Lbs.)
Garford.....68D	....	141	S 36x6	S 40x12	.....	4-5 x5½	40.0	.....	G	.....	.....	Own	D	B-L 60	.....	.....	W	F F	A	.....	.....	.....	9300
G. M. C.....K 41T	....	127	S 36x4	S 36x8	Own K 41	4-4 x5½	25.6	Mar	G	Eis	Remy	Own	D	Own K41	Own	Tim 6560	W	F F	A	Tim 1542B	Own	Det	5520
G. M. C.....K 71T	....	138	S 36x5	S 36x12	Own K 71	4-4½x6	32.4	Mar	G	Eis	Remy	Own	D	Own K 71	Own	Tim 6666	W	F F	A	Tim 1632B	Own	Day	8120
G. M. C.....K 101T	....	138	S 36x5	S 36x14	Own K 101	4-4½x6	32.4	Mar	G	Eis	Remy	Own	D	Own K 101	Own	Tim 6760	W	F F	A	Tim 1632B	Own	Day	8880
Harvey.....WTT	3500	125	S*36x5	S*36x10	Buda EBUI	4-4¼x5½	28.9	Str	G	Eis	None	B-L	D	B-L 55	Spi	Tim 6566D	W	F F	A	Tim 1544B	Ross	Smi	6750
Harvey.....WHT	4250	125	S 36x6	S 36x12	Buda YBUI	4-4½x6	32.4	Str	G	Eis	None	Ful	D	B-L 60	Spi	She W-32	W	½ F	A	She 4FA20	Ross	Smi	8900
International.....43	....	115	S*36x4	S*36x7	Own 43	4-3¾x5	22.5	Own	G	RBos	Opt	Own	D	Own	Own	Own 43	I	D D	A	Own 43	Own	Own	4760
International.....63	....	120	S*36x5	S*36x8	Own 63	4-4¼x5	28.9	Own	G	RBos	Opt	Own	D	Own	Own	Own 63	I	D D	A	Own 63	Own	Own	5600
International.....103	....	134	S*36x5	S*40x14	Own 103	4-4¼x5	28.9	Own	G	RBos	Opt	Own	D	Own	Own	Own 103	I	D D	A	Own 103	Own	Own	7435
Kelly Springfield....K-70	2900	120	S 36x4	S 36x7	C n K 4	4-4½x5¼	27.2	Zen	G	Eis	Opt	B&B	P	B-L 51	Spi	Own K 70	W	½ F	A	Own K 70	Ross	StM	5887
Kelly Springfield....K-75	3600	124	S 36x5	S 36x10	Con L 5	4-4¼x5½	28.9	Zen	G	Eis	Opt	B&B	P	B-L 55	Pet	Cla 2H	I	F F	D	Own K 75	Ross	Cla	6300
Kelly Springfield....K-76	3600	124	S 36x5	S 36x10	Con L 5	4-4½x5½	28.9	Zen	G	Eis	Opt	B&B	P	B-L 55	Pet	Own K76	W	½ F	A	Own K 76	Ross	StM	6400
Kelly Springfield....K-41	4400	126	S 36x5	S 36x12	Own K 41	4-4½x6½	32.4	Zen	G	Eis	Opt	B&B	P	B-L 60	Pet	Cla 3H	I	F F	D	Own K 41	Gem	Cla	7740
Kelly Springfield....K-42	3900	126	S 36x5	S 40x5	Own K 42	4-4½x6½	32.4	Zen	G	Eis	Opt	B&B	P	B-L 60	Pet	Std 607-5	W	½ F	A	Own K-42	Gem	Smi	8100
Kelly Springfield....K-61	5000	126	S 36x6	S 36x7d	Own K 61	4-4½x6½	32.4	Zen	G	Eis	Opt	B&B	P	B-L 60	Pet	Cla 5H	I	F F	D	Own K-61	Gem	Cla	9025
Kelly Springfield...K-100	5000	143	S 36x6	S 40x14	Own	4-4½x6½	32.4	Zen	G	Eis	Opt	B&B	P	B-L 60 Max	Pet	Own	C	D D	A	Own	Gem	Smi	9400
Mack.....AB 5 Ton	....	122½	S 36x4	S 36x4	Own AB	4-4¼x5	28.9	Str	G	Spl	N-E*	Own	D	Own AB	Spi	Own AB	C	D D	B	Own AB	Own	.....	.....
Mack.....AC 7 Ton	....	128	S 34x5	S 36x5d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own AC	C	D D	D	Own AC	Own	.....	.....
Mack.....AC 10 Ton	....	128	S 34x6	S 36x6d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own	C	D D	D	Own AC	Own	.....	.....
Mack.....AC 13 Ton	....	128	S 34x6	S 36x6d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own	C	D D	D	Own AC	Own	.....	.....
Mack.....AC 15 Ton	....	128	S 34x7	S 36x7d	Own AC	4-5 x6	40.0	Str	G	Spl	N-E*	Own	P	Own AC	Spi	Own	C	D D	D	Own AC	Own	.....	.....
Pierce Arrow.....XB	3550	118	S 36x5	S 36x5	Own XB	4-4 x5½	25.6	Str	P	Del	Del	Own	D	Own XB	Spi	Own XB	W	½ F	A	Own	Own	Own	6280
Pierce Arrow.....RD	5100	118	S 36x6	S 36x6	Own RD	4-4½x6¾	32.4	Str	P	Del	Del	Own	D	Own RD	Spi	Own RD	W	F F	B	Own	Own	Own	8490
Pierce Arrow.....RF	5300	118	S 36x6	S 36x6	Own RF	4-4½x6¾	32.4	Str	P	Del	Del	Own	D	Own RF	Spi	Own RF	W	F F	B	Own	Own	Own	9540
Saurer.....	6000	Opt	S*40x6	S*40x7d	Own	4-4¹⁵⁄₁₆x7½	29.3	Own	G	Sci	Opt	Own	K	Own	Own	Own	B	F F	B	Own	Own	Own	7500
Schacht 5 Ton.....	3600	129½	S 36x4	S 36x8	Wis UAU	4-4¼x6	28.9	Zen	G	ABos	None	B-L	D	Own 5	Spi	.....	R	F F	B	Own	Own	.....	6400
Schacht 7 Ton.....	4000	129½	S 36x5	S 36x10	Wis RCU	4-4¼x6	32.4	Zen	G	ABos	None	B-L	D	Own 7	Spi	.....	W	F F	B	Own	Own	.....	7500
Schacht 10 Ton.....	4400	131½	S 36x6	S 40x12	Wis RCU	4-4¼x6	32.4	Zen	G	ABos	None	B-L	D	Own 10	Spi	.....	W	F F	B	Own	Own	.....	8200
Schacht 13 Ton.....	4600	131½	S 36x6	S 40x12	Wis RCU	4-4¼x6	32.4	Zen	G	ABos	None	B-L	D	Own 13	Spi	.....	W	F F	B	Own	Own	.....	8400
Schacht 15 Ton.....	5100	131½	S 36x7	S 40x14	Wis RBU	4-5x6	40.0	Zen	G	ABos	None	B-L	D	Own 15	Spi	.....	W	F F	B	Own	Own	.....	9000
Service.....61	....	127⅜	S 36x4	S 36x8	Buda EBUI	4-4¼x5½	28.9	Str	V	Eis	Remy	B&B	P	B-L 51	Spi	Tim 6566	W	F F	A	Tim 1544B	Ross	Int	5785
Service.....81	....	131⅞	S 36x5	S 36x10	BudaYBUI	4-4½x6	32.4	Str	V	Eis	Remy	B&B	P	B-L 60	Spi	Tim 6666	W	F F	A	Tim 1632B	Ross	Int	7900
Service.....103	....	131⅞	S 36x6	S 40x12	Buda YBUI	4-4½x6	32.4	Str	V	Eis	Remy	B&B	P	B-L 60	Spi	Tim 6760	W	F F	A	Tim 1732B	Ross	Int	9150
Sterling.....DWS 10T	....	130	S 36x4	S 36x8	Own CU	4-4¾x5¾	30.6	Zen	V	Eis	.....	B-L	D	B-L 50	Spi	Tim	W	F F	A	Tim 1544B	Ross	Hoo	4680
Sterling.....EW 15T	....	148	S 36x5	S 40x10	Own DU	4-4¾x6¼	32.4	Zen	V	Eis	.....	H-S	O	B-L 60	Spi	Tim	W	F F	A	Tim 1632B	Ross	Hoo	7775
Sterling.....EW 20T	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	32.4	Zen	V	Eis	.....	H-S	O	B-L 60	Spi	Tim	W	F F	A	Tim 1632B	Ross	Hoo	8675
Sterling.....EWS 24T	....	148	S 36x6	S 40x12	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	B-L 60	Spi	Tim	W	F F	A	Tim 1732B	Ross	Hoo	9175
Sterling.....EC 20T	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	32.4	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	D D	A	Tim 1632B	Ross	Hoo	8100
Sterling.....ECS 24T	....	148	S 36x6	S 40x12	Own EU	4-5 x6¼	40.0	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	D D	A	Tim 1632B	Ross	Hoo	8400
Sterling.....EC 50T	....	148	S 36x7	S 40x14	Own GU	4-5⅜x6¼	46.0	Zen	V	Eis	.....	H-S	O	Own	B.G.	Own	C	D D	A	Tim 1732B	Ross	Smi	.....
Walter.....F 10 Ton	....	.....	S 40x7	S 40x8	Own DU	4-4½x6¼	32.4	Zen	V	Wes	N-E	M-E	P	Own F	Own	Own F	W	F F	A	Own F	Ross	Day	8500
Walter.....FR 15 Ton	....	Opt	S 40x8	S 40x7 d	OwnDY	4-4½x6¾	32.4	Zen	V	Wes	N-E	Own	D	Own FR	Own	Own FR	W	F F	A	Own FR	Ross	Day	9200

ABBREVIATIONS

o—More than one furnished
*—Pneumatics at extra cost
*—Generator and Starter at extra cost
†—Starter not supplied, Generator at extra cost
A—Rear wheels only
ABos
ABo—American Bosch
A-L—Auto-Lite
Apo—Apollo
Arc—Archibald
A-W—Auto Wheel
B—Drive shaft and rear wheels (Brakes)
B—Straight Bevel (Final Drive)
B&B—Borg and Beck
Bet——Bethlehem
BG—Universal Machine
Bij—Bijur
Bim—Bimel
B-L—Brown-Lipe
Blo—Blood
C—Front and rear wheels
C—Chain (Final Drive)
Car—Carter
CAS—C.A.S. Products
Cla—Clark
Col—Columbia
Con—Connecticut (Electrical)
Con—Continental (Engine & Governor)
Cot—Cotta
Cov—Covert
d—Dual
D—Jackshaft and rear wheels (Brakes)
D—Disk (Clutch)
Day—Dayton
DD—Dead
Del—Delco
Det—Detlaff (Clutch and Gearset)
Det—Detroit (Universal)
D-G—Detroit Gear
Dis—Disteel
Dod—Dodge
Dup—Duplex
Dur—Durston
Dyn—Dyneto
E—4-Wheel Brakes
Eat—Eaton
Eis—Eisemann
Ens—Ensign
F—Floating
FF—Full Floating
Ful—Fuller
G—Gravity
G & D—Gray and Davis
Gem—Gemmer
Han—Handy
HaS—Hall Scott
Har—Hartford (Spicer)
Hay—Hayes
Her—Hercules
HeS—Hershell Spillman
Hin—Hinkley
Hol—Holley
Hoo—Hoopes (Wheels)
Hoo—Hoosier (Clutch)
H-S—Hele-Shaw
I—Internal Gear
Ind—Indestructible
Int—Interstate
Joh—Johnson
Jon—Phineas, Jones & Co.
Jac—Jacox
K—Cone
Kel—Kelsey
Kni—Knight (Yellow Sleeve)
K.P.—K.P. Products
Lav—Lavine
L-N—Leece-Neville
Lon—Long
Lyc—Lycoming
Mar—Marvel
McK—E. R. Klemm
M-E—Merchants & Evans
M.M.—Merchants & Evans
M-M—Mechanics Machine
Mon—Monarch
Mot—Motor Wheel
Mun—Muncie
N-E—North East
Nor—Northern Wheel
O—Disk in Oil
Opt—Optional
P—Pneumatics (Tires)
P—Single Plate (Clutch)
P—Spur Gear (Rear Axle)
P—Pressure (Fuel Feed)
Pet—Peters
Pha—Pharo
Pic—Pick
Pie—Pierce
Pru—Prudden Wheel
R—Double Reduction
Rey—Remy
Ray—Rayfield
RBos—Robert Bosch
Roy—Royer Wheel
Rus—Russell
S—Solids (Tires)
S—Spiral Bevel (Final Drive)
Sal—Salisbury
Sch—Schebler (Carbureter)
Sch—Schwartz (Wheels)
Sci—Scintilla
She—Sheldon
Shu—Shuler
Sim—Simms (Electrical)
Sim—Simplex Governor (Eisemann)
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Splitdorf
Std—Standard Parts (Axles)
Std—Standard Wheel
Ste—Stewart
StM—St. Marys
Str—Stromberg
The—Thermoid
Thei—Theimer
Til—Tillotson
Tim—Timken
Tor—Torbenson (Eaton)
U-M—Universal Machine Co.
U-P—Universal Products
V—Vacuum
Van—Van Wheel
Ves—Vesta
Vul—Vulcan
W—Worm
Wal—Walker
Wau—Waukesha
Way—Wayne
Wes—Westinghouse
Wis—Wisconsin
W-G—Warner Gear
Woh—Wohlrab
Zen—Zenith

American Electric

MAKE AND MODEL	Tons Capacity	Weight with Battery (Lbs.)	CHASSIS PRICE		Wheel Base (Ins.)	TIRES, TYPE AND SIZE		MOTORS				CONTROLLER			DRIVE		
			With Battery	Without Battery		Front (Ins.)	Rear, (Ins.)	Location	Make	Number	Total Horse Power	Location	Lever Location	Number of Forward Speeds	First Reduction	Final Drive	Total Gear Reduction
Autocar	1	Var.	Var.	$2400	107	S-34x4	S-34x5	Under S.	G E.	1	4	Under S.	Left of S.	5	Bevel	Spur.	10.6
Autocar	2	Var.	Var.	2800	120	S-34x5	S-34x6	Under S.	G E.	1	4½	Under S.	Left of S.	5	Bevel.	Spur.	10.6
Autocar	3	Var.	Var.	3200	131	S-34x5	S-36x8	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur.	13.7
Autocar	4	Var.	Var.	4000	138	S-34x6	S-36x12	Under S.	G E.	1	9	Under S.	Left of S.	5	Bevel	Spur.	13.6
Autocar	5	Var.	Var.	4300	138	S-34x7	S-36x14	Under S.	G E.	1	9	Under S.	Left of S.	5	Bevel	Spur.	13.6
C-T Electric H-1	½	Var.	Var.		108	S-36x3½	S-36x4	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur.	Spur.	11.5
C-T Electric H1-5	¾	Var.	Var.		116	S-36x3½	S-36x4	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur.	Spur.	11.5
C-T Electric F1-5	¾	Var.	Var.		94	S-36x3½	S-36x4	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur.	Spur.	11.5
C-T Electric F2	1	Var.	Var.		96	S-36x3½	S-36x5	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur.	Spur.	11.5
C-T Electric H-2	1	Var.	Var.		124	S-36x3½	S-36x5	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur.	Spur.	11.5
C-T Electric F-4	2	Var.	Var.		116	S-36x4	S-36x4d	Unit with R A.	G E.	2	5	Steer C.	Below S W.	4	Spur.	Spur.	12.1
C-T Electric F-7	3½	Var.	Var.		136	S-36x5	S-36x5d	Unit with R A.	G E.	2	7	Steer C.	Below S W.	4	Spur.	Spur.	17.2
C-T Electric A-7	3½	Var.	Var.		122	S-36x6	S-36x4d	On F & R Axles	G E.	4	7	Steer C.	Below S W.	4	Spur.	Spur.	17.3
C-T Electric A-10	5	Var.	Var.		132	S-36x7	S-36x5d	On F & R Axles	G E.	4	7	Steer C.	Below S W.	4	Spur.	Spur.	20.1
C-T Electric F-10	5	Var.	Var.		152	S-36x6	S-36x6d	Unit with R A.	G E.	2	7	Steer C.	Below S W.	4	Spur.	Spur.	20.5
Detroit	1¾	4354	2100	1870	70	P-30x5	P-30x5	On Frames.	Roth.	1	3	Under F.	Back of S W.	3	None	Bevel	5.00
Lansden	¾			1000	108	P-29x4½	P-29x4½		G E.	1	2½	In Dash	Below S W.	4	None	Bevel	6.37
Lansden	1½			2000	124	S-36x3½	S-36x5		G E.	1	3	In Dash	Below S W.	4	None	Bevel	6.37
Lansden	2½			2500	133	S-36x4	S-36x4d		G E.	1	4½	In Dash	Below S W.	5	Bevel	Spur	9.75
Lansden	3½	8150	Var.	3000	133	C-36x5	C-36x5d	Unit with J S.	G E.	1	6	In Dash	Below S W.	5	Bevel.	R-Cha.	13.0
Lansden	5½	10500	Var.	3500	146	C-36x6	C-36x6d	Unit with J S.	G E.	1	7½	In Dash	Below S W.	5	Bevel	R-Cha.	14.0
Milburn 43	½-¾	3370	Var.	1585	115	P-32x4-	P-32x4½	Unit with R A.	G E.	1	4½	Under F.	Right of S.	4	None	Worm.	10.3
Milburn 40	1¼	3910	Var.	1985	128	P-32x4½	P-33x5	Unit with R A	G E.	1	4½	Under F.	Right of S.	4	None	Worm.	14.1
O. B. B	2	Var.	Var.	2650	107	S-36x4	S-36x3½d	Unit with J S.	G E.	1		Under S.	Left of S.	Var.	S-Cha.	S-Cha.	
O. B. C	3½	Var.	Var.	3750	135	S-36x5	S-36x4d	Unit with J S.	G E.	1		Under S.	Left of S.	Var.	S-Cha.	R-Cha.	
O. B. D	5	Var.	Var.	3950	143	S-36x6	S-36x5d	Unit with J S.	G E.	1		Under S.	Left of S.	Var.	S-Cha.	S-Cha.	
Steinmetz 15	¾	3800	2255	1850	114	P-33x5	P-33x5	Unit with R A.	Own	1	3	Back S	Left of S.	4	Bevel	Spur.	13.4
Walker 18	¾	Var.	Var.		94	S-34x3½	S-36x4	Unit with R A.	West.	1		Under S.	Left of S.	5	None	Spur.	14.8
Walker 24	1	Var.	Var.		101	S-34x4	S-36x5	Unit with R A.	West.	1		Under S.	Left of S.	5	None	Spur.	14.8
Walker 42	2	Var.	Var.		114	S-36x4	S-36x6	Unit with R A.	West.	1		Under S.	Left of S.	5	None	Spur.	14.6
Walker 60	3½	Var.	Var.		131	S-36x5	S-40x5d	Unit with R A.	G E.	1		Under S.	Left of S.	5	None	Spur.	13.8
Walker 70	5	Var.	Var.		141	S-36x6	S-40x6d	Unit with R A.	G E.	1		Under S.	Left of S.	5	None	Spur.	13.8
Walter HD	1	4000	2650	2200	98	S-32x3½	S-32x4	Sep Unit.	Diehl	1	4½	Under S.	Left of S.	5	None	Bevel	7.0
Walter EN	2	6700	3975	3100	114	S-36x4	S-36x7	Unit with J S.	G E.	1	5½	Under S.	Right of S.	5	Bevel	Spur.	10.0
Walter	5	10100	5700	4500	150	S-36x6	S-40x6D	Unit with J S.	G E.	1	7	Under S.	Right of S.	5	Bevel	Spur.	14.0
Ward A211	½	Var.	Var.		88	S†-32x3	S†-32x3½	Unit with D S.	G E**.	1	3	Under F.	Left of S W.	4	None	Worm.	14.6
Ward B222	¾	Var.	Var.		91	S-32x3½	S-32x4	Unit with D S.	G E**.	1	4	Under F.	Left of S W.	4	None	Worm.	14.6
Ward C211	1½	Var.	Var.		96	S-32x3½	S-34x5	Unit with D S.	G E**.	1	4.2	Under F.	Left of S W.	4	None	Worm.	14.6
Ward E211	2½	Var.	Var.		108	S-34x4	S-36x6	Unit with D S.	G E**.	1	5	Under F.	Left of S W.	4	None	Worm.	14.6
Ward G211	3½	Var.	Var.		120	S-36x5	S-36x8	Unit with D S.	G E**.	1	6	Under F.	Left of S W.	4	None	Worm.	17.6
Ward J211	5	Var.	Var.		136	S-36x6	S-36x10	Unit with D S.	G E**.	1	8	Under F.	Left of S W.	5	None	Worm.	13.0
Ward M211	7	Var.	Var.		152	S-36x7	S-36x7d	Unit with D S.	G E**.	1	10	Under F.	Left of S W.	5	None	Worm.	13.0

ABBREVIATIONS:
**—And Westinghouse.
†—Pneumatics optional.
Back S—Back of Seat.
Below S W—Below Steering Wheel.
C—Cushion.
D—Dual.
½ Ell—½ Elliptic.
½ F—Semi-Floating.
Flo—Full Floating.
G. E.—General Electric.
Left of S—Left of Seat
Left of S W—Left of Steering Wheel.
On F & R Axles—On Front and Rear Axles.
Opt—Optional.
P—Pneumatic.
Plat—Platform.
R Cha—Roller Chain.
Rad Rods—Radius Rods.
Rad & Spr—Radius Rods and Springs.
Right of S—Right of Seat
S—Solid.
S Cha—Silent Chain.

American Electric

MAKE AND MODEL	GENERAL								BATTERY						PERFORMANCE	
	Body Type	Number of Passengers	Price Complete	Price Without Battery	Wheel base (Ins.)	Tread (Ins.)	Tire Size (Ins.)	Weight Complete (Lbs.)	Make	Model	Price	Voltage	Ampere Hour Capacity	Location	Miles per Charge with Full Load	Speed with Full Load (M.P.H.)
Detroit 95	Coupe	4	$2800	$2500	100	56	32x4	3385	Own	Thin Plate	400	84	153	½UH & ½RC	80-100	26
Rauch & Lang	Taxicab	5	2900	2550	112	56	25x5.77	4775	Philco	PX			180	½UH & ½RC	60-100	25
Rauch & Lang. B-68	Brougham	4	4250	Var.	102	56	32x4½	4200	Phila.	PX	Var.	95	180	½UH & ½RC	60-100	25-28
Rauch & Lang. S-6B	Sedan	4	5000	Var.	102	56	32x4½	Var.	Phila.‡	PX	Var.		180	½UH & ½RC	60-100	25-28

ABBREVIATIONS:
Art—Artillery
Gen. Elec.—General Electric
Phila.—Philadelphia
Tor Arm—Torque Arm
Under F—Under Floor
Under S—Under Seat
Unit with J. S—Unit with Jackshaft

Truck Specifications

DRIVE			Steering Wheel Location	Distance from Ground to Top of Frame at Dash (Ins.)	TYPE SPRINGS		PERFORMANCE				BATTERY								MAKE AND MODEL
Type of Axle or Jackshaft	Propulsion Taken By	Torque Taken By			Front	Rear	Miles per Charge		Speed in M.P.H.		Location	Make	Model	Price	Voltage	Ampere Hour Capacity	Number of Plates	Number of Cells	Number of Trays	
							Loaded	Light	Loaded	Light										
Flo	Springs	Springs	Left	31	½ Ell.	Plat	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	31	½ Ell.	Plat	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	34	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	34	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	34	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Rad & Spr.	Rad & Spr.	Left	33¼	½ Ell.	½ Ell	50	var	13	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric H1
Flo	Rad & Spr.	Rad & Spr.	Left	33	½ Ell.	½ Ell	55	Var	13	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric H1-5
Flo	Rad & Spr.	Rad & Spr.	Left	32¾	½ Ell.	½ Ell	55	Var	13	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F1-5
Flo	Rad & Spr.	Rad & Spr.	Left	32½	½ Ell.	½ Ell	50	Var	12	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F2
Flo	Rad & Spr.	Rad & Spr.	Left	33	½ Ell.	½ Ell	50	Var	12	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric H-2
Flo	Rad & Spr.	Rad & Spr.	Left	35¼	½ Ell.	½ Ell	50	Var	10	12	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F-4
Flo	Rad & Spr.	Rad & Spr.	Left	36½	½ Ell.	½ Ell	45	Var	9	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F-7
Dead	Rad & Spr.	Rad & Spr.	Left	38⅛	½ Ell.	½ Ell	45	Var	9	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric A-7
Dead	Rad & Spr.	Rad & Spr.	Left	38⅝	½ Ell.	½ Ell	45	Var	8	10	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric A-10
Flo	Rad & Spr.	Rad & Spr.	Left		½ Ell.	½ Ell	45	Var	8	10	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F-10
¾ Flo	Springs	Springs	Opt		½ Ell.	½ Ell	40	60	15	17	U. F. F. & R.	Phileo	PX	395	84	127	11	42	6	Detroit
¾ Flo	Springs	Springs	Left	28	½ Ell.	½ Ell	50	Var	15	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
¾ Flo	Springs	Springs	Left	34	½ Ell.	½ Ell	50	Var	15	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
¾ Flo	Springs	Springs	Left	36	½ Ell.	½ Ell	45	Var	14	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
Flo	Rad Rods	None	Left	39	½ Ell.	½ Ell	45	Var	12	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
Flo	Rad Rods	None	Left	39	½ Ell.	½ Ell	40	Var	10	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
Flo	Springs	Springs	Left		½ Ell.	½ Ell	55	80	17	19	U H & U S	Opt	Var	Var	84	Var	Var	42	2	Milburn 43
Flo	Springs	Springs	Left		½ Ell.	½ Ell	50	65	15	17	U H & U S	Opt	Var	Var	84	Var	Var	42	2	Milburn 40
Dead	Rad Rods	Tor Arm	Left		½ Ell.	½ Ell	48	52	13	15	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	O. B B
Dead	Rad Rods	Tor Arm	Left		½ Ell.	½ Ell	48	52	10	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	O. B C
Dead	Rad Rods	Tor Arm	Left		½ Ell.	½ Ell	42	45	10	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	O. B D
½ F	Springs	Tor Arm	Left	34	½ Ell.	½ Ell	60	70	16½	17½	U H & U S	Exide	Var	Var	Var	Var	Var	Var	Var	Steinmetz 15
Flo	Springs	Springs	Left	34	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 18
Flo	Springs	Springs	Left	34	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 24
Flo	Springs	Springs	Left	35	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 42
Flo	Springs	Springs	Left	40	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 60
Flo	Springs	Springs	Left	40	½ Ell.	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 70
½ F	Springs	Springs	Left	26	½ Ell.	½ Ell	50	60	14	15	Under F A	Phileo	WNT	661	85	180	13	42	2	Walter HD
Flo	Springs	Springs	Left	36	½ Ell.	½ Ell	40	60	11	12	Under F A	Exide	MB1	1232	85	270	17	42	8	Walter EN
Flo	Springs	Springs	Left	41	½ Ell.	½ Ell	40	50	10	11	Under F A	Exide	MU1	1655	85	375	23	42	12	Walter
½	Springs	Springs	Left	29	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward A211
½ F	Springs	Springs	Left	30	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward B222
½ F	Springs	Springs	Left	31	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward C211
½ F	Springs	Springs	Left	32	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward E211
½ F	Springs	Springs	Left	33	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward G211
½ F	Springs	Springs	Left	34½	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward J211
½ F	Springs	Springs	Left	36	½ Ell.	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward M211

Sep Unit—Separate Unit.
Steer C—Steering Column.
Tor Arm—Torque Arm.
U H & U S—Under hood and under seat.
Under F—Under floor board.
Under F A—Under frame amidships.
U F F & R—Under Frame in Front and Rear.
Under S—Under Seat.
Unit with D S—Unit with Drive Shaft.
Unit with J S—Unit with Jackshaft.
Unit with R A—Unit with Rear Axle.
Var—Varies according to make and capacity of battery employed.
West—Westinghouse.

Car Specifications

MOTOR					CONTROLLER			DRIVE					SPRINGS		Wheels (Standard Equipment)	MAKE AND MODEL
Make	Model	Number	Total Horse Power	Location	Make	Location	Number of Forward Speeds	Type of Final Drive	Type of Rear Axle	Total Reduction (Motor to Wheels)	Propulsion Taken by	Torque Taken by	Type Front	Type Rear		
Roth	22–17	1	3	On Frame	Own	Under S	5	Bevel	¾ Float	906	Springs	Springs	½ Ell.	½ Ell.	Wood	Detroit 95
Gen. Elec	1022	1	....	Unit with J.S.	Gen. Elec	Under S	4	Bevel	Float	6.00	Springs	Springs	½ Ell.	½ Ell.	Disk	Rauch & Lang
Own	B–68	1	3½	Under F	Own	Under S	5	Worm	¾ Float	8.60	Springs	Tor. Arm	½ Ell.	½ Ell.	Art	Rauch & Lang B-68
Own	S–66	1	3½	Under F	Own	Under S	5	Worm	¾ Float	8.60	Springs	Tor. Arm	½ Ell.	½ Ell.	Art	Rauch & Lang S-6B

Var—Varies according to make of battery employed
½ Ell—½ Elliptic
¾ Float—¾ Floating
½ U. H. and ½ R. C—½ under hood and ½ rear compartment
‡—Make optional

Show Will Be in the January 14 Issue

ACCESSORY AND MISCELLANEOUS EXHIBITORS

Passenger car and taxicab exhibitors on page 10

New York National Show

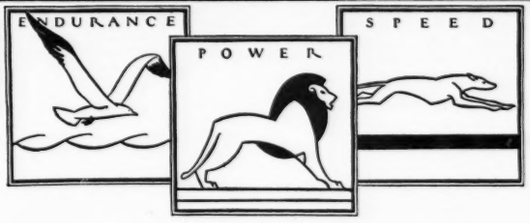
Jan. 9-16, 1926

This list complete only to time of going to press

	Space No.
A. C. Spark Plug Co., Flint, Mich.	C-25-26-27
Accessory Sales Co., 1834 Broadway, New York City	D-131
American Auto Lamp Co., Inc., 507 W. 50th Street, New York City	D-63
American Automobile Association, 1775 Broadway, New York City	Main Floor
American Bumper Corporation, 141 Madison Avenue, New York City	C-114
American Chain Co., Bridgeport, Conn.	C-17-18
Anti-Stall, Inc., 100 E. 42nd Street, New York City	D-48
Apco Mfg. Co., 1200 Eddy Street, Providence, R. I.	D-52
Arkay Sales Co., 5 Columbus Circle, New York City	D-69A
Arrow Head Steel Products Co., 1101 Stinson Boulevard, Minneapolis, Minn.	D-82
Art Metal Works, Inc., Aronson Square, Newark, N. J.	D-81
Auto Bed Camp Mfg. Co., 800 8th Ave., New York City	D-183-184
Auto Tip-It Rack Co., Jackson Bldg., Birmingham, Ala.	D-156
Automobile Digest, 22 E. Twelfth Street, Cincinnati, Ohio	D-23
Automobile Equipment Mfg. Co., 1908-12 Indiana Avenue, Chicago, Ill.	D-137-139
Automotive Daily News, 1926 Broadway, New York City	D-127
Automotive Devices, Inc., 119 Sussex Avenue, Newark, N. J.	C-110
Bassick Co., Bridgeport, Conn.	C-22A
Bassick Mfg. Co., 2638 N. Crawford Avenue, Chicago, Ill.	C-22C
Belflex Corp., 366 Madison Avenue, New York City	C-23
Bendix Brake Co., 401 N. Anthony Street, South Bend, Ind.	D-31
Benecke Mfg. Co., 21st and Rockwell Streets, Chicago, Ill.	D-118
Benzer Corp., Myrtle and Cooper Avenues, Brooklyn, N. Y.	D-99
Biflex Corp., Waukegan, Ill.	D-32
Bijur Lubricating Corp., 250 W. 54th St., New York City	D-160
Biltrite Motor Equipment Co., Inc., 145 W. 63rd Street, New York City	D-19
Bragg-Kliesrath Corp., 4530 Van Pelt Street, Long Island City, N. Y.	C-112-113
Braunsdorf-Mueller Co., Elizabeth, N. J.	D-181
Budd Mfg. Co., Edward G., 25th and Hunting Park Avenue, Philadelphia, Pa.	D-135-136
Budd Wheel Co., 22nd and Lehigh Avenue, Philadelphia, Pa.	D-133-134
Bunting Brass & Bronze Co., 715-55 Spencer Street, Toledo, Ohio	D-62
Busse Sales Co., Frank A., Bush Terminal Bldg. No. 6, Brooklyn, N. Y.	D-54
Byrne, Kingston & Co., Kokomo, Ind.	C-48
C. G. Spring & Bumper Co., 2642 E. Grand Boulevard, Detroit, Mich.	D-161-162
Carr Fastener Co., 31 Ames Street, Cambridge, Mass.	C-38-39
Carter Company, Geo. R., Connersville, Ind.	C-95-96
Champion Pneumatic Machinery Co., 82nd and South Chicago Avenue, Chicago, Ill.	C-72-73
Chenago Equipment Mfg. Co., Norwich, N. Y.	D-159
Chilton Class Journal Co., 56th and Chestnut Streets, Philadelphia, Pa.	D-100-101
Cleveland Worm & Gear Co., 3249 E. 80th Street, Cleveland, Ohio	D-95
Connecticut Automotive Specialties Co., R. R. and Hancock Avenues, Bridgeport, Conn.	C-34
Continental Co., Arcue Building, Springfield, Ohio	D-106
Continental Motors Corp., 12801 Jefferson Avenue E., Detroit, Mich.	C-36-37
Craveroiler Co. of America, 4523 Tacony Street, Philadelphia, Pa.	C-71
Cuno Engineering Corp., Meriden, Conn.	C-58
Dansville Trunk Corp., Dansville, Livingston County, N. Y.	D-27
Dayton Steel Foundry Co., Miami Chappel Road, B. O. R. R., Dayton, Ohio	C-62-63
De Long Snugger Co., Plainfield, N. J.	D-18
De Luxe Products Corp., 1300 Lake Street, LaPorte, Ind.	D-123
Dorbeck, R. V., 801 Third Avenue, Asbury Park, N. J.	D-59
Duckworth Chain & Mfg. Co., 41 Mill St., Springfield, Mass.	C-66
Dunning Compressor Co., Holmesburg, Philadelphia, Pa.	D-105
Durham Co., Inc., P. J., 244 W. 49th St., New York City	C-28
Duvall-Babcock Co., 1100 Widener Bldg., Philadelphia, Pa.	D-40
Eagle-Ottawa Leather Co., Grand Haven, Mich.	D-92
Eberhard Mfg. Co., 2734 Tennyson Road, Cleveland, Ohio	C-74-75
Eclipse Machine Co., 18th Street, Elmira, N. Y.	C-52
Egyptian Lacquer Mfg. Co., 90 West St., New York City	D-186
Electric Door Corp., Ithaca, N. Y.	D-157
Electric Machine Corp., 529 N. Capital Street, Indianapolis, Ind.	D-68
Erlichman Bros., 2810 W. Lehigh Ave., Philadelphia, Pa.	D-125
Faw Co., J. H., 27 Warren Street, New York City	D-46
Federal-Mogul Corp., 11031 Shoemaker Ave., Detroit, Mich.	C-60
Federal Pressed Steel Co., 50 Keefe Ave., Milwaukee, Wis.	C-93-94
Fink-Dumont-White, Inc., 405 Lexington Avenue, New York City	D-113-114
Fitzgerald Mfg. Co., Torrington, Conn.	C-117
Fleet Owner List Co., 418 Central Park West, New York City	D-190
Flentje, Ernst, 1643 Cambridge Street, Cambridge, Mass.	D-70
Florman Co., Irving, 153 Lafayette Street, New York City	D-55
Folberth, Inc., 7914 Lake Avenue, Cleveland, Ohio	C-53
Friend Mfg. Co., Gasport, N. Y.	D-28
Fulton Co., 732 75th Avenue, Milwaukee, Wis.	C-64-65
G.-H. Mfg. Co., 8 E. Mt. Royal Avenue, Baltimore, Md.	D-73
Gabriel Snubber Mfg. Co., 1407 E. 40th Street, Cleveland, Ohio	C32-33
Gemco Mfg. Co., 742 S. Pierce St., Milwaukee, Wis.	C-116
Gemmer Mfg. Co., 2435 Merrick Avenue, Detroit, Mich.	C-54
General Electric Co., Schenectady, N. Y.	D-187
Guyde Publishing Co., 721 Main Street, Hartford, Conn.	D-45
Halladay Co., L. P., Decatur, Ill.	D-33
Halstead Specialties Co., 1819 Broadway, New York City	D-163
Hamilton-Wade Co., Haverhill St., Brockton, Mass.	D-128
Hampden Auto Top & Metal Co., 31 Winter, Springfield, Mass.	D-142-143
Hardie Mfg. Co., Hudson, Mich.	D-78
Hartford, Inc., Edw. V., West Side Avenue and Carbon Place, Jersey City, N. J.	C-35
Hartford Battery Mfg. Co., Milldale, Conn.	D-89
Hassler, Inc., Robt. H., 1535 Naomi Street, Indianapolis, Ind.	D-172-173
Hawdos Corp., Corning, N. Y.	C-106
Hayes Pump & Planter Co., Galva, Ill.	D-112
Heintz Mfg. Co., Front St. and Olney Ave., Philadelphia, Pa.	D-96
Hercules Motors Corp., Canton, Ohio	D-84
Hinkley Motors, Inc., P. O. Box 839, Detroit, Mich.	D-21-22
Hobart Bros., Troy, Ohio	C-28
Holmes Co., Ernest, 700 E. Main St., Chattanooga, Tenn.	D-86
Houde Engineering Corp., 177-237 Winchester Avenue, Buffalo, N. Y.	C-56-57
International Buyer's Service, Inc., 342 Madison Avenue, New York City	D-190A
Irving Engineering Sales Co., 74 Jewett Ave., Buffalo, N. Y.	C-84
Jassen Wind Deflector Co., Inc., 143 Broadway, Brooklyn, N. Y.	D-36
K-D Mfg. Co., Lancaster, Pa.	C-20
Kant-Rust Products Corp., 613 St. Georges Avenue, Rahway, N. J.	D-75
Kehawke Mfg. Co., 419 South 6th Street, Minneapolis, Minn.	D-116
Kokomo Electric Co., Kokomo, Ind.	C-49
Lake Sales Co., 33 West 60th Street, New York City	D-174-175
Laminated Shim Co., Inc., 14th Street and Governor Place, Long Island City, N. Y.	C-111
Lane Bros. Co., Poughkeepsie, N. Y.	D-24
Larkin Automotive Parts Co., 2005 Home Avenue, Dayton, Ohio	D-35
Light Mfg. & Foundry Co., Pottstown, Pa.	C-47
Link-Belt Co., 910 So. Michigan Avenue, Chicago, Ill.	C-31
Lisle Mfg. Co., Clarinda, Iowa.	D-168A
Lorraine Corp., 341 E. Ohio Street, Chicago, Ill.	D-111
Lovejoy Mfg. Co., 39 Brighton Avenue, Boston, Mass.	C-69-70
Lowe Motor Supplies Co., 1723 Broadway, New York City	D-76
McAdams Co., J. C., 912 2nd Ave., Long Island City, N. Y.	D-90
Malco Products Corp., 83 33rd Street, Brooklyn, N. Y.	C-87-88
Mansfield, J. F., 17 John Street, New York City	D-80
Manufacturers Autoparts Warehouse, 1271 Bedford Avenue, Brooklyn, N. Y.	C-109
Marcus Co., Inc., Robert, 1755 Broadway, New York City	D-38-39
Marko Storage Battery Co., 1402 Atlantic Avenue, Brooklyn, N. Y.	C-19
Mercury Body Corp., Louisville, Kentucky	C-118
Metal Stamping Co., 13th Street and East Avenue, Long Island City, N. Y.	D-167
Miller Auto Supply Co., 146 Second Ave., New York City	D-69
Monarch Bumper Mfg. Co., 1622 E. Euclid Avenue, Detroit, Mich.	C-97
Monarch Governor Co., 1832 Bethune Ave., West, Detroit, Mich.	D-43
Moswell Mfg. Co., Inc., 68 Grand Street, New York City	C-105
Mot-Acs Co., 42 Broadway, New York City	D-74
Moto-Meter Co., Inc., 11 Wilbur Avenue, Long Island City, N. Y.	C-50-51
Motor, 119 W. 40th Street, New York City	D-66
Motor Car Supplies Co., Inc., 238 W. 56th Street, New York City	D-71
Motor Improvements, Inc., 365 Frelinghuysen Avenue, Newark, N. J.	C-79
Nacto Cleaner Corp., 2171 Madison Avenue, New York City	D-93
New England Fabrics Mfg. Co., 297 Cedar Street, New Haven, Conn.	D-57
New Era Spring & Specialty Co., 51-55 Cottage Grove Avenue, S. W., Grand Rapids, Mich.	C-67-68
Nomad Kit Bag Co., 1475 Broadway (Times Square Bldg.), New York City	C-104
O. K. Vacuum Brush Sales Co., 39 Union Square, New York City	C-197
Oakes & Dow Co., Inc., Fellsway and Mystic Avenue, Boston, Mass.	D-51
Overhead Door Corp., Hartford City, Ind.	D-144
Owen-Dyneto Corp., Park and Wolf Sts., Syracuse, N. Y.	C-103
Panyard Machine & Mfg. Co., 743 Beaubien Street, Detroit, Mich.	C-115
Pedersen & Flanagan, Inc., 97 Reade Street, New York City	D-41
Pennsylvania Piston Ring Co., 203 St. Clair Avenue, Cleveland, Ohio	D-107
Perfection Heater & Mfg. Co., 6545 Carnegie Avenue, Cleveland, Ohio	D-85
Pines Winterfront Co., 404 N. Sacramento Boulevard, Chicago, Ill.	D-60-61
Pratt Mfg. Co., Wm. F., 190 N. State Street, Chicago, Ill.	D-108
Protectolite Co., Inc., 17 W. 60th St., New York City	D-83
Pyrene Mfg. Co., 560 Belmont Avenue, Newark, N. J.	D-87
Quaker State Oil Refining Co., Oil City, Pa.	D-17
Radiator Specialty Co., P. O. Box 1318, Charlotte, N. C.	D-97
Ramspring Bumper Co., 5025 Wabash Ave., Chicago, Ill.	C-83
Rectifier Mfg. Co., 1112 S. Michigan Ave., Chicago, Ill.	C-24
Rex Manufacturing Co., Connersville, Ind.	D-29-30
Ross Gear & Tool Co., Lafayette, Ind.	C-41
Rogers & Co., Inc., Chas. P., 22 W. 48th Street, New York City	D-119
Rubber-on-Metal Welding Corp., 50 E. 42nd Street, New York City	D-176
Safe-T-Stat Co., Inc., 79 Bridge Street, Brooklyn, N. Y.	D-44
Safety Auto Hat Rack Co., Inc., 41 W. 4th Street, New York City	C-108
Safety Vulcanizer Co., 1633 N. Halsted St., Chicago, Ill.	D-117
Schack & Co., 652 W. 189th Street, New York City	D-53

(*Continued on page 120*)

DIANA



See the
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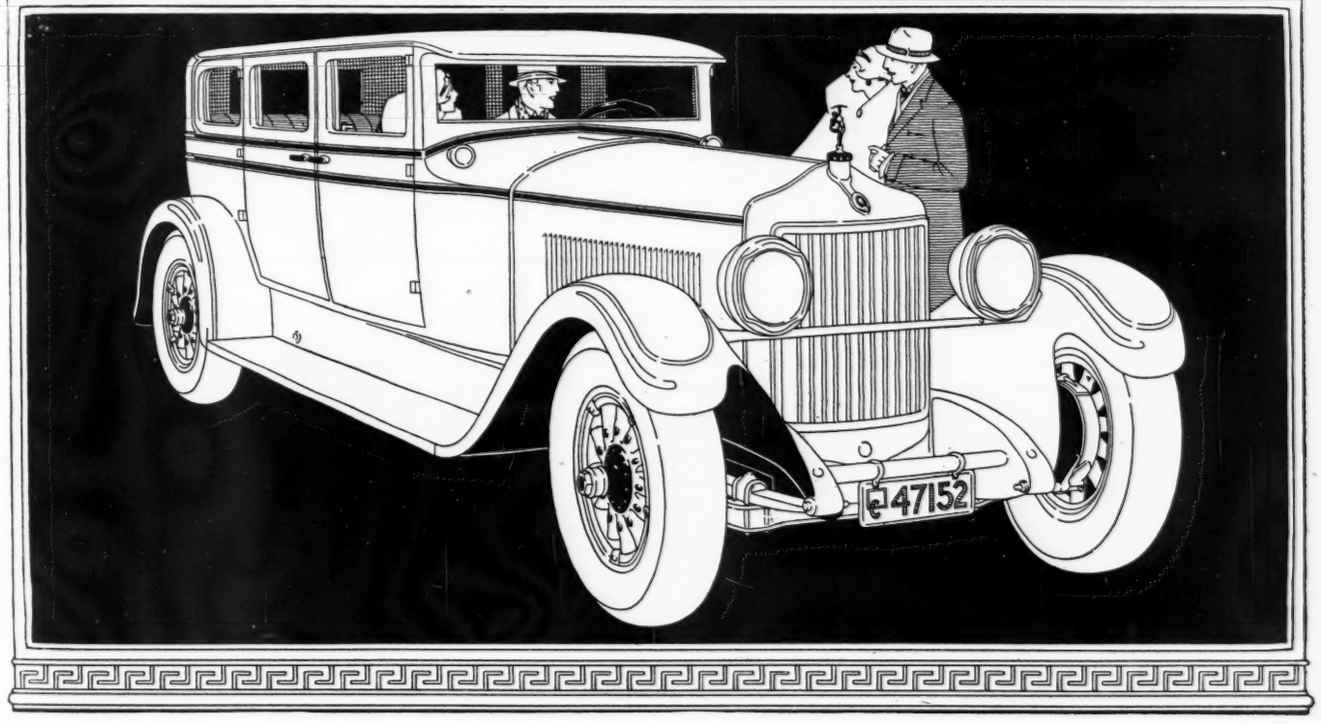

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Two-Door Brougham De Luxe $2095 *Four-Door Sedan De Luxe* $2195 *7-Passenger Sedan De Luxe* $2695 *F.O.B. St. Louis*

Built by the* MOON MOTOR CAR COMPANY, *St. Louis

Accessory Exhibitors at New York Show

(Continued from page 118)

	Space No.
Schoelkopf Mfg. Co., 210 E. Washington Avenue, Madison, Wis.	D-145
Schrader's Son, Inc., A., 470 Vanderbilt Avenue, Brooklyn, N. Y.	C-16
Sherwin-Williams Co., 601 Canal Road, N. W., Cleveland, Ohio	C-81-82
Shontz Co., Inc., H. B., 161 W. 64th St., New York City	D-67
Simplex Ignition Corp., 103 E. 125th Street, Room 501, New York City	D-16
Simplex Piston Ring Co., 17 W. 60th St., New York City	D-121
Skinner Automotive Device Co., Inc., 1637 Lafayette Boulevard, W., Detroit, Mich.	C-21
Smith Wheel, Inc., 100 N. Geddes St., Syracuse, N. Y.	D-58-59
Snap-on Wrench Co., 14 E. Jackson Blvd., Chicago, Ill.	D-72
Societe Solex, 33 W. 60th Street, New York City	D-124
Sparklets, Inc., 345 Madison Ave., New York City	D-91A
Speednut Wrench Corp., State Lake Bldg., Chicago, Ill.	C-98
Standard Filters Co., 235 Elizabeth Avenue, Newark, N. J.	D-191
Stanley Co., Inc., John T., 626-662 W. 30th Street, New York City	C-102
Stevens Products Co., Inc., Lowell, Mass.	C-15
Stevenson Jacking System, Ltd., Owen Road Works, Wolverhampton, England	D-122
Stewart-Warner Speedometer Corp., 1852 Diversey Boulevard, Chicago, Ill.	C-22B
Storm King Electric Corp., Dry Harbor Road and Long Island R. R., Glendale, Long Island, N. Y.	D-132
Stover Signal Engineering Co., Terminal Building, Racine, Wis.	C-99-100
Stromberg Motor Devices Co., 68 E. 25th St., Chicago, Ill.	C-45-6
Swa-Bac Mfg. Co., 4248 N. Western Ave., Chicago, Ill.	D-126
Taxi Weekly, 8 Columbus Circle, New York City	C-8B
Taylor Mfg. Corp., E. C., 7 W. 42nd St., New York City	D-34
Thompson Research, Inc., 2196 Clarkwood Road, Cleveland, Ohio	D-165
Titeflex Metal Hose Co., 297 Badger Ave., Newark, N. J.	C-61
Tonneau Shield Co., Inc., 47 W. 63rd St., New York City	C-59
Tornejal, O., 182 Nagle Avenue, New York City	D-177
Trans-Continental Freight Co., 233 Broadway, New York City	D-26
Trico Products Corp., 624 Ellicott St., Buffalo, N. Y.	D-64
Trinity Wheel Corp., 117 W. 46th St., New York City	C-29
Triple Action Spring Co. of N. Y., Inc., 250 W. 61st Street, New York City	D-103
Triple Seal Piston Ring Co., 246 Sheridan Rd., Chicago, Ill.	D-120
U-Kan-Plate Co., 904 Walnut St., Philadelphia, Pa.	D-77
U. S. E. Corp., 310 Vernon Ave., Long Island City, N. Y.	C-40
U. S. Air Compressor Co., Cleveland, Ohio	D-161
U. S. Auto Lamp Mfg. Co., Inc., 540 W. 58th Street, New York City	D-130
United Sales, Inc., 9705 Cottage Grove Ave., Chicago, Ill.	D-140
United States Chain & Forging Co., Union Trust Building, Pittsburgh, Pa.	C-76-78
Vacuum Oil Co., 61 Broadway, New York City	C-30
Walden Co., 1114 S. Michigan Avenue, Chicago, Ill.	C-101
Watervliet Tool Co., Inc., 1031 Broadway, Albany, N. Y.	D-47
Watt's Morehouse Co., Jackson, Mich.	D-168
Watson Co., John Warren, 24th and Locust Streets, Philadelphia, Pa.	C-89-90
Waukesha Motor Co., Waukesha, Wis.	C-42
Weldo Rubber Co., Inc., 1060 Bedford Avenue, Brooklyn, N. Y.	D-94
Wellston Mfg. Co., Wellston, Ohio	D-104
Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa.	D-109-110
Whitney Mfg. Co., 237 Hamilton Street, Hartford, Conn.	C-55
Wilson, K. R., 10 Lock Street, Buffalo, N. Y.	D-98
Wire Wheel Corp. of America, 1700 Elmwood Avenue, Buffalo, N. Y.	C-43-44
Wolverine Bumper & Specialty Co., Grand Rapids, Mich.	C-92
Wraplock Clamp Co., 7 Dey Street, New York City	D-179
Wyman-Gordon Co., 105 Madison Avenue, Worcester, Mass.	D-178-180-182
Yellow Jack-It Mfg. Co., 551 W. Monroe Street, Chicago, Ill.	C-85-86
Zenith-Detroit Corp., Detroit, Mich.	C-91

Rickenbacker Improves Bodies and Finishes

IN entering a slightly higher price field, the Rickenbacker Motor Co. has made several important changes in the bodies, finish and appointments to give the models on both six and eight chassis a de luxe, custom built effect. The price increases recently announced in these columns ranged from $355 to $75.

Chassis improvements are confined to minor alterations in various places to insure a longer life, less service and better performance. By the rearrangement of leverages, the effort required for steering is materially reduced. Valve stems have been protected for longer life and better low speed performance while riding qualities have been improved by the adoption of Hartford shock absorbers. Powerplants in both six and eight chassis are now held in the frame at four points by eight bolts whereas three-point suspension was previously employed. The radiator is now mounted on top of the frame and is held more rigid than formerly.

While the bodies have undergone a number of improvements an entirely new body design—coupe sedan—adaptable to both chassis now forms part of the line. In addition the sedans on both chassis can be converted to seven passenger models on special order. Actually, four models will be the mainstay of the line, the coupe-roadster and the phaeton also being built on special order.

The most noticeable changes to be seen are on the eight cylinder cars where the new lines of the bodies have been enchanced by longer running boards, full crowned fenders of true wheel form and the mounting of a battery box on the right running board and a tool box to match on the opposite side. On the six cylinder line, the conventional fenders and boards are continued. Many of the changes in the enclosed bodies have been made to give increased room in the interior and to improve visibility. In adapting the new bodies to a one piece ventilating windshield, the front corner posts have been reduced in size to eliminate "blind spots."

All wood has been removed from the front of the body and steel construction employed. This, in addition to moving the dash forward, has given more interior room. On the sedan and brougham models, the roofs terminate at the front in a drawn steel plate which seals the top material in such a way as to prevent leaks. A stamped steel visor curved to harmonize with the contour of the roof is attached immediately below the steel plate.

The coupe sedan which is expected to be the most popular model of the line is provided with two doors each 38 in. wide which will allow access to the rear seats without disturbing the passengers in the front folding seats. A black metal trunk is mounted at the rear and included in the price. On the brougham, which has four doors, the coupe-roadster, and coupe-sedan, the upper structure is in fabric with steel panels below the belt line while in both sedans aluminum is employed above the belt. With the exception of the last mentioned models, all bodies will be finished in duo-tone colors.

Appointments in the interiors are unusually complete. Mohair upholstery is employed while vanity cases and silk pull cords and robe rails are used on several models. Walnut and mahogany panels are employed along the doors which matches the all walnut steering wheel, and the walnut wood garnishings along the top of the front seat. A specially designed door handle is built into the door to serve as a "pull-to" and a latch. By turning the handle to the front unlocks the door and turning it back to center position in opposite position locks the door against operation by the exterior handle.

Headlights are now of the twin beam type employing two-filament bulbs. In addition a self winding clock, cigar lighter, trouble light with 10 ft. cord, dash gasoline gage, dash heat indicator and parking lights have been included. Besides a new name plate, the radiator cap is a specially constructed wing design equipped with a model airplane, all equipped with an anti-theft lock.

To prevent engine noises and gases entering the body, the dash is lined and the kick pad is sealed against the toe board.

Hartford shock absorbers are used front and rear on the eight cylinder model and only on the front on the six model.

A new method has been adopted in the factory when the engines are being "run-in." A special device automatically opens and closes the throttle several times a minute so as to insure a freer running engine at the end of the "run-in" period. The result of this action is that the full accelerating load alternating with a breathing spell tends to wear the parts in more rapidly.

This makes it Easy to Pay for a Chevrolet

Here is the simplest, safest thriftiest way to buy a car ever devised—a plan on which the purchaser is actually paid to save for a Chevrolet— a plan that has made it possible for thousands to obtain the advantages of a motor car —a plan that again brings the best of modern sales helps and methods to the Chevrolet dealer.

Already selling a car in a price class preferred by 80% of automobile buyers, now Chevrolet dealers have opened for them a new market among thousands of purchasers who thought that they would never be able to purchase a car.

It is a means of overcoming that greatest objection salesmen encounter — postponement of purchase.

It is a means of stabilizing sales by taking large numbers of orders for future delivery.

It is a means of holding present customers by assuring their purchase of another Chevrolet.

The Chevrolet Purchase Certificate Plan is but one of many selling advantages given to Chevrolet dealers by a sales organization fully alive to dealers' needs, to their progress and to their future success.

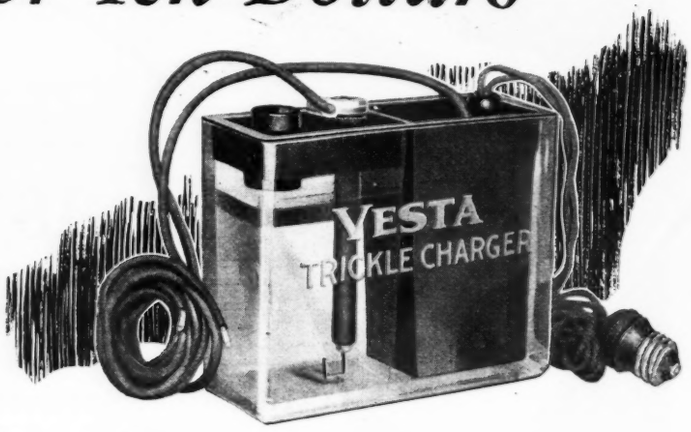
CHEVROLET MOTOR COMPANY
DETROIT, MICHIGAN
Division of General Motors Corporation

Touring	$525	Sedan	$775
Roadster	525	Commercial Chassis	425
Coupe	675	Express Truck Chassis	550
Coach	695		

ALL PRICES F. O. B. FLINT, MICH.

QUALITY AT LOW COST

VESTA *announces a* TRICKLE CHARGER *to Sell for Ten Dollars*



Only a battery engineer can build a battery—and he alone knows how it should be charged.

Vesta engineers—the same engineers who built The Isolator Battery—have built a Trickle Charger, which deserves your special attention. Faithful to every tradition of Vesta workmanship—this charger is the finest rectifier of its kind.

Consider the great merchandising features—their great sales promise—the steady market that awaits this newest Vesta product.

Here is selling opportunity. Thousands of Radio fans want just such efficiency at just such a low price. And don't forget it is backed by Vesta reputation.

Send a Sample Order to the Vesta Central Near You.

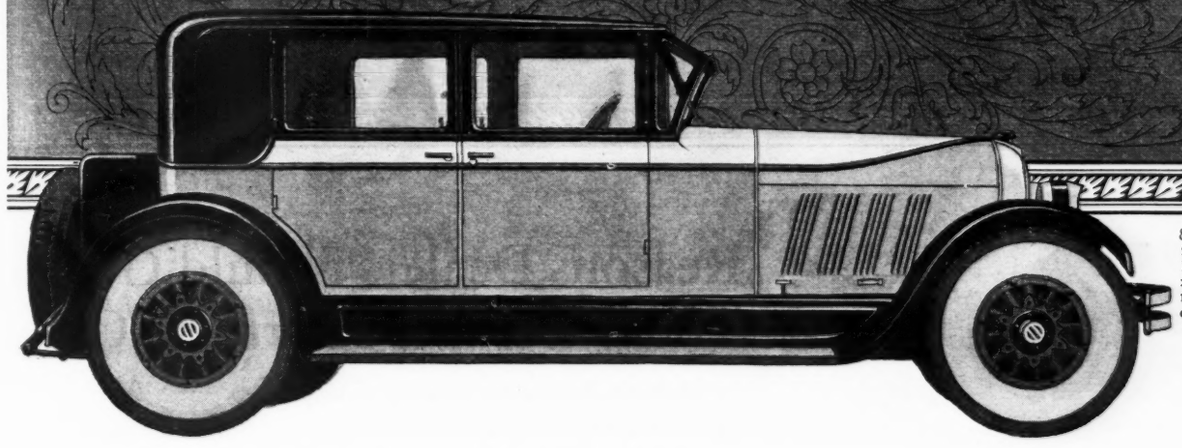
or

THE VESTA BATTERY CORPORATION

2100 Indiana Ave. Chicago

1. Costs only a tenth of a cent an hour to run.
2. Needs no more space than a small battery.
3. Keeps **any** "A" battery always fully charged.
4. Can't overcharge when left on all the time.
5. Noiseless, efficient and safe.
6. No bulbs or moving parts to wear out.
7. Contains nothing to get out of order.
8. Requires no attention—only occasional water.
9. Charges from any 110-120 volt 60 cycle current.
10. A price so low that selling is a cinch.

STRAIGHT EIGHT $1795

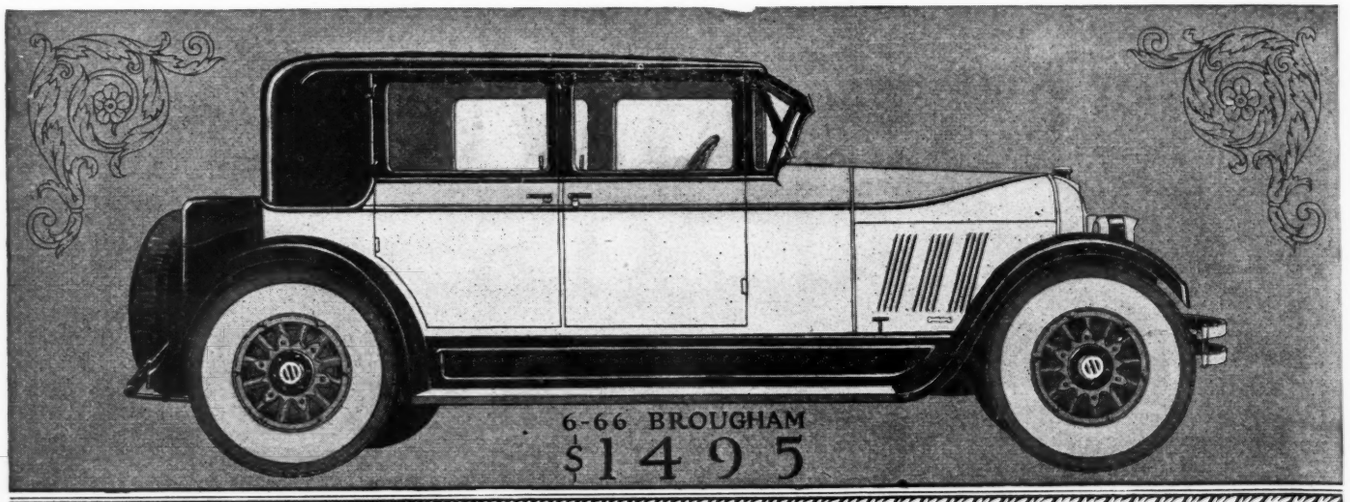


8-88 Brougham, $1795, freight and tax extra. 129" wheelbase. 3¼" x 4½" eight-cylinder motor. Finished in latest two-tone lacquer.

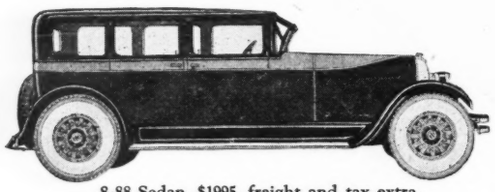
For 1926 Auburn again does the unexpected. We were told that in order "to compete" we should shorten our wheelbase, use a smaller engine, cut down here and there and produce a cheaper built car. We are doing exactly the opposite because we believe buyers want *even* better cars, better than *any factory has ever built before.* For 1926 Auburn INCREASES QUALITY—larger motors, heavier frames, better brakes, finer bodies, more expensive interiors and greater and larger value in every way. Again we emphatically state that prices must be revised because of Auburn's remarkable new value. Auburn again forces a new standard of comparison. *This* is leadership.

E. L. Cord

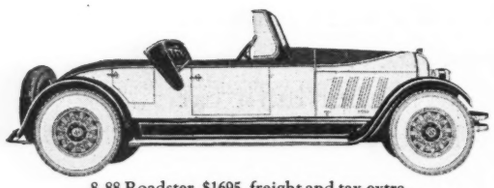
AUBURN 8 EIGHTY EIGHT



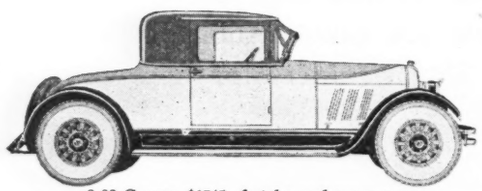
6-66 Brougham, $1495, freight and tax extra. 121" wheelbase. 3¼"x4½" six-cylinder motor.



8-88 Sedan, $1995, freight and tax extra. 129" wheelbase. 3¼"x4½" eight-cylinder motor. Interior finish of finest quality.



8-88 Roadster, $1695, freight and tax extra. 129" wheelbase. 3¼"x4½" eight-cylinder motor. Room for six and you don't climb over.

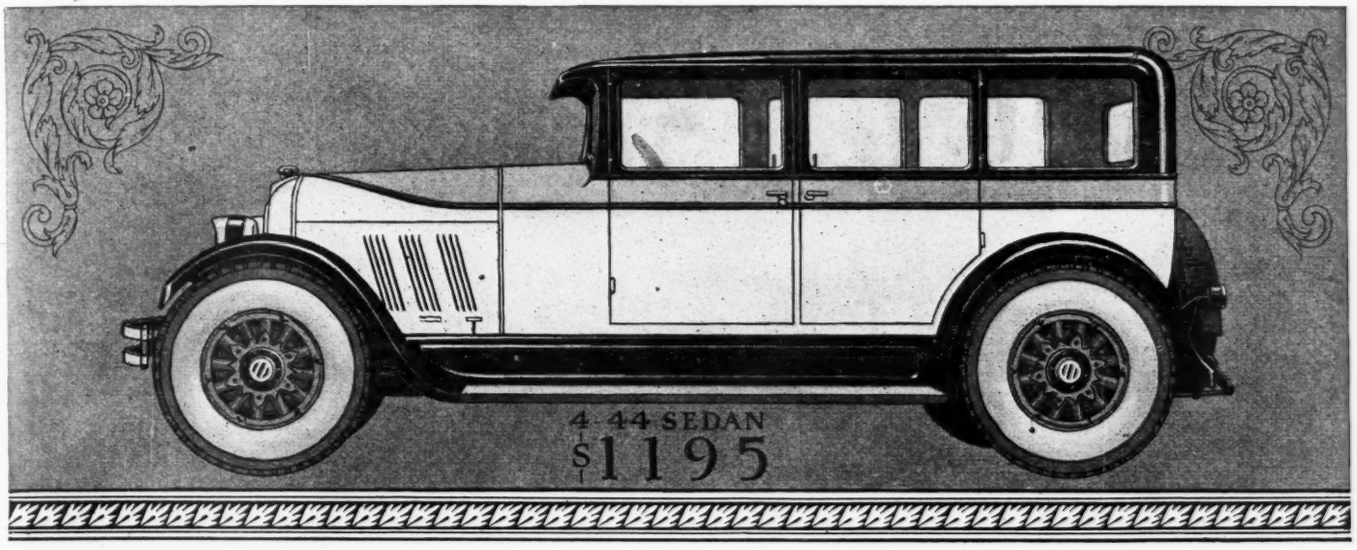


8-88 Coupe, $1745, freight and tax extra. 129" wheelbase. 3¼"x4½" eight-cylinder motor. The eight for business.

Reasons Dealers Should Get In Touch With Auburn At Once

1. Auburn dealers are making money.
2. In every part of the country where responsible dealers got started selling Auburns early in 1925 their business shows a steady increase in relation to the total business in their communities.
3. For 1926 an *even better* Straight Eight at a sensational price that means record-breaking sales.
4. A Six and a Four of such overwhelming superiority in every way that assure volume sales.
5. The Auburn dealer does not have to spend a lot of money on service. He receives his cars from the factory thoroughly tested and ready for long service. Due to block testing of motors, careful assembly and adjustments and rigid inspections, all Auburn cars are uniformly good. There are no "lemons".
6. Auburn's phenomenal success in 1925 gives momentum for a much greater success in 1926.
7. Enlarged factory facilities to meet the increased demand.
8. A most aggressive national and newspaper advertising campaign.
9. A franchise that *makes* instead of breaks, dealers! It enables you to own your own business—make money—and keep it.
10. Auburn enjoys the fastest growing popularity of any car built today. Learn why—write at once.

AUBURN



4-44 Sedan, $1195, freight and tax extra. 120" wheelbase. 3⅝" x5" four-cylinder motor with 5-bearing crankshaft. A big, fine, durable car.

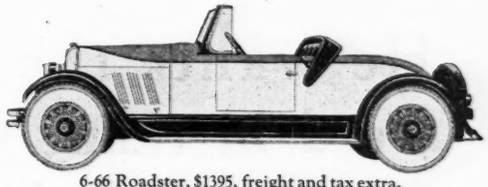
THE EIGHT—not a "little eight" but a more powerful, more buoyant, more rugged, 129-inch wheelbase quality car. Nothing finer could be said of it than that it is an even better Eight than last year, with performance and riding qualities that can only be obtained with long wheelbase and large motor.

THE SIX—a *real* Six, not a "pocket edition six". More room, more comfort, more enduring quality. Low, smart and rugged, it is today's utmost in Six-cylinder value.

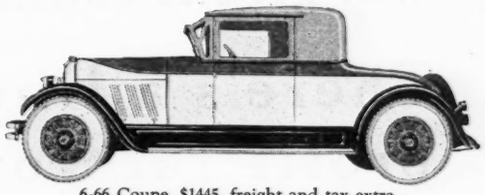
THE FOUR—ten years of comfortable, dependable, economical transportation! Riding qualities possible only with long wheelbase. Power and long life possible only with large motor of sufficient size to always have ample reserve power. Four wheel brakes and balloon tires. A body larger than the average high priced Six.

AUBURN AUTOMOBILE COMPANY, AUBURN, INDIANA

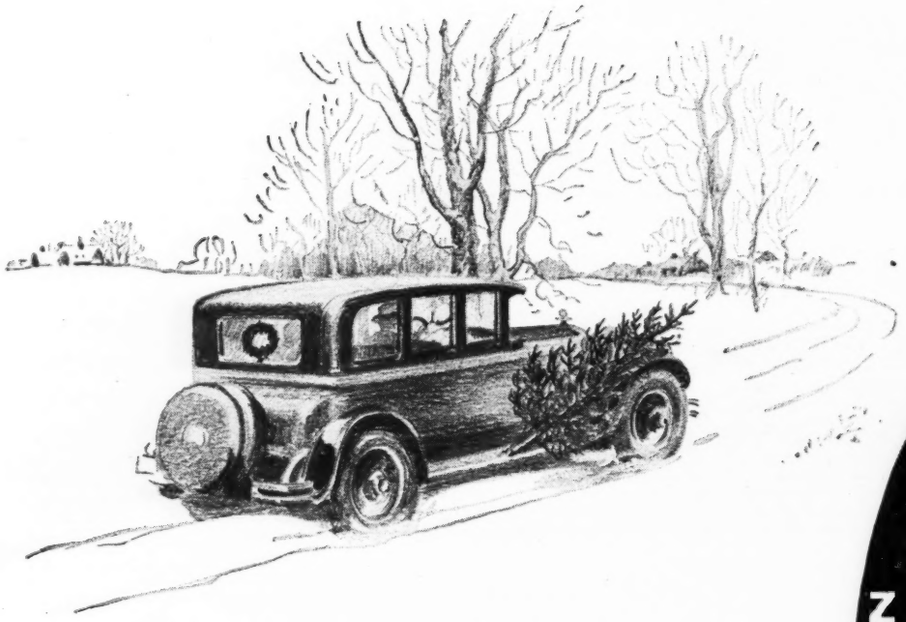
6-66 Sedan, $1695, freight and tax extra. 121" wheelbase. 3¼" x 4½" six-cylinder motor. Second only to Auburn 8-88 Sedan.



6-66 Roadster, $1395, freight and tax extra. 121" wheelbase. 3¼" x 4½" six-cylinder motor. Classy—speedy—powerful—economical.



6-66 Coupe, $1445, freight and tax extra. 121" wheelbase. 3¼" x 4½" six-cylinder motor. The six for business.



Every man whose car is not equipped with Gabriel Snubbers is a live prospect for them.

He wants the last word in riding comfort—and Gabriels will give it to him.

There's a liberal profit for you in every Gabriel sale—and sales are *easy*.

The Gabriel Sales Proposition for car dealers is liberal—a request will bring complete details

The Gabriel Snubber Manufacturing Company
1415 East 40th Street, Cleveland, Ohio
Toronto. Canada

Improved
Gabriel Snubbers
Balloon Type

They wired home about

The NEW STUTZ

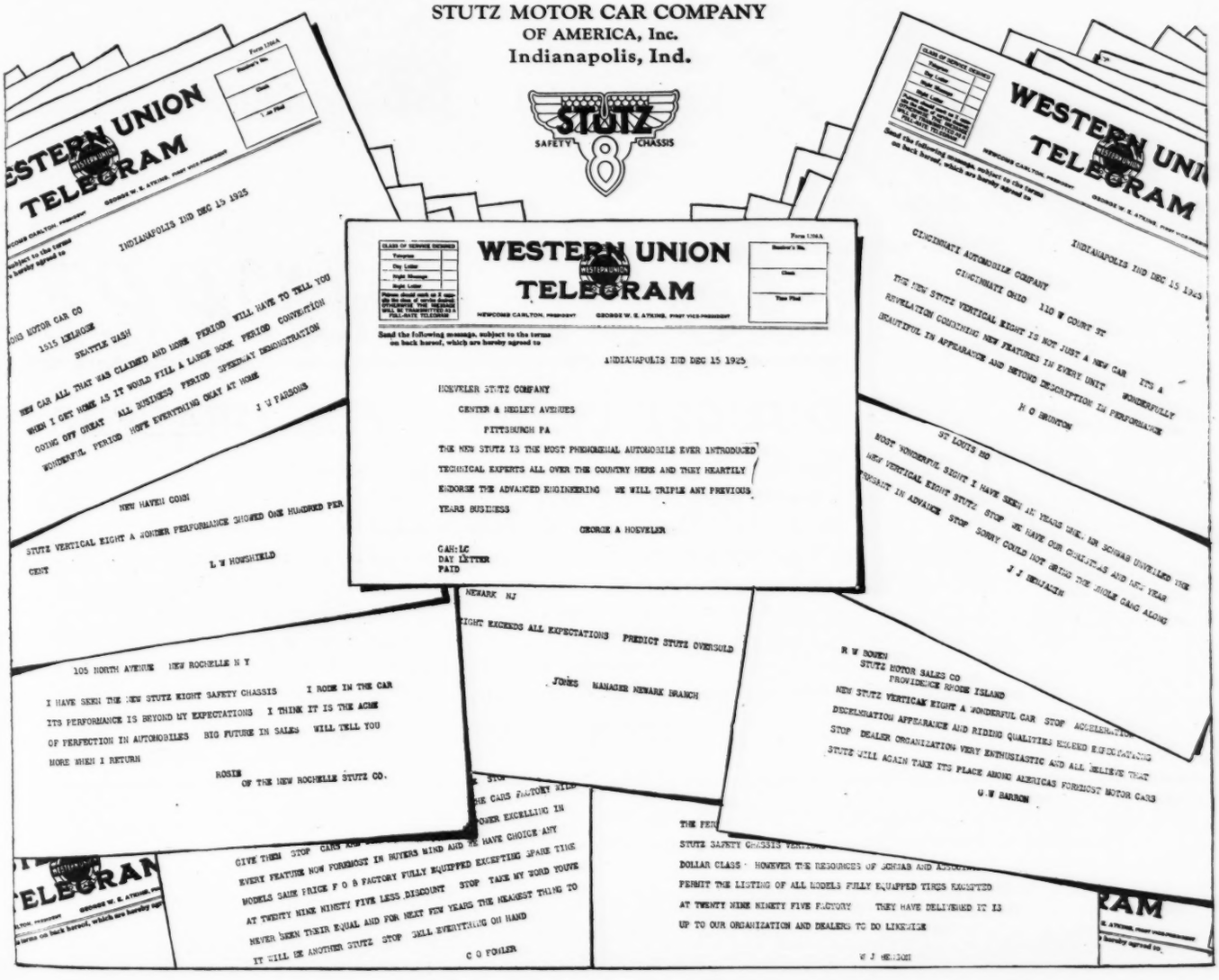
STUTZ distributors and dealers came with great expectations to the unveiling of The NEW STUTZ at the factory on December 15th. But what they saw exceeded their highest hopes.

They were surprised by the many new features embodied in The NEW STUTZ. They were amazed by the truly great engineering advancements represented in The NEW STUTZ. They were astonished by the remarkable performances of The NEW STUTZ.

Reproduced here are a few of the dozens of telegrams sent home by the enthusiastic Stutz dealers.

Dealers who are interested are invited to write for fuller details and to inspect The NEW STUTZ *at the Automobile Shows.*

STUTZ MOTOR CAR COMPANY
OF AMERICA, Inc.
Indianapolis, Ind.



Two New Cars

A Six—built by Hupmobile—which in a few short weeks has swept the country from end to end in one big wave of enthusiasm.

A new Eight—even finer, longer, roomier, more luxurious than the model which from the very beginning—because of its unrivaled performance—became the largest-selling straight Eight in the world.

To be seen together for the first time at the New York Automobile Show

Hupmobile

Eights Sixes

The Hupmobile Eight Sedan

A LARGER, longer, roomier car—a car that takes full rank in beauty with anything on wheels, regardless of price. And under the hood the motor which

The Hupmobile Eight Coupe

makes this car
every phase of performance. Hup
engine
18 years of

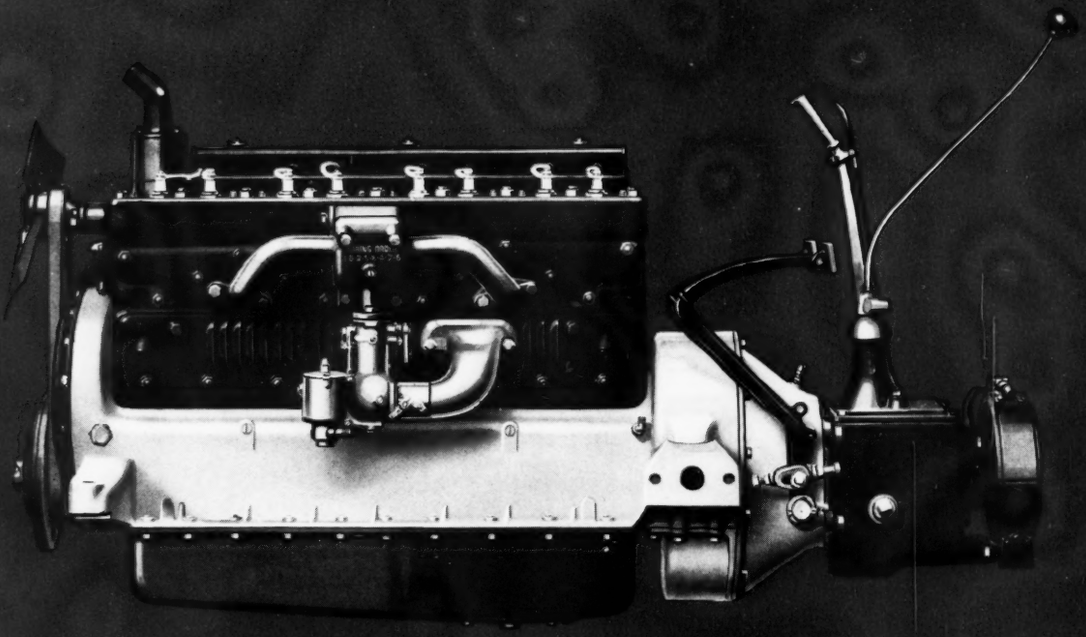
Hupmobile

The Hupmobile Six Touring

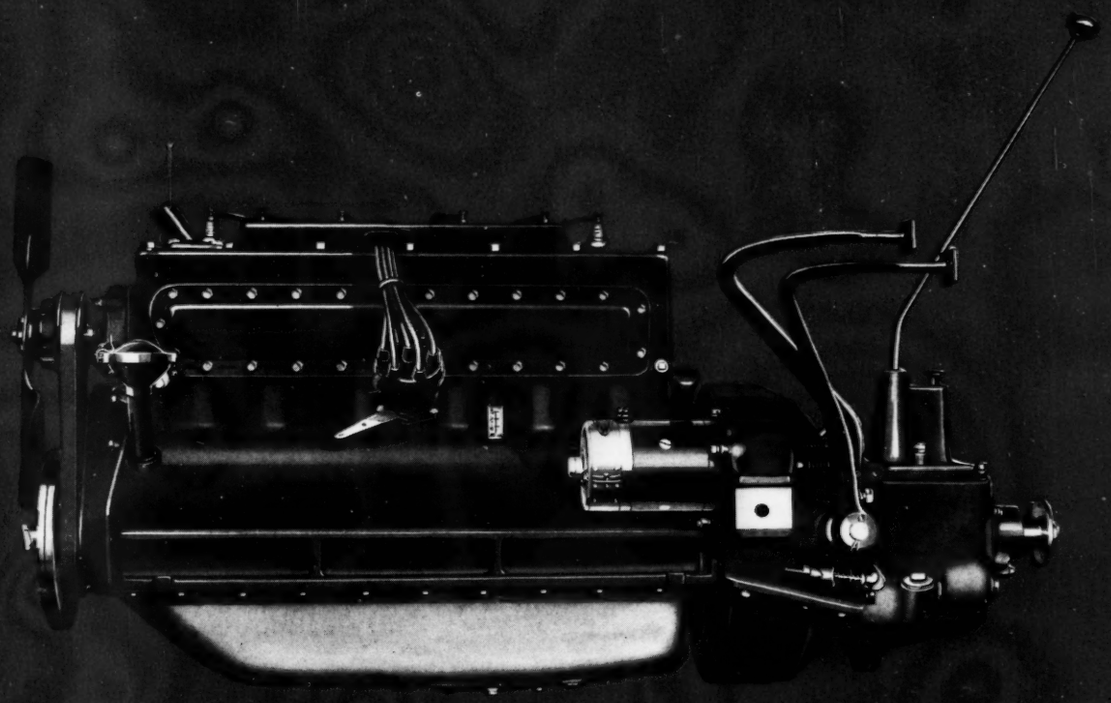
WHY has this Six crowded the Hupp factory to capacity, with four buyers waiting for every car we can build? Because it has genuine Hupmobile stamina, with smoothness, acceleration and ease of handling wholly remarkable

The Hupmobile Six Sedan

HE Sedan is full five-passenger, four-door, roomy and
nfortable; balloon tires and four-wheel brakes.
perior six performance and distinguished appearance
ve come down from the realms of much higher cost



THIS mighty engine is, of course, the very heart of the unmatched success which has come to the Harpmobile Eight. The plain fact is that no engine is finer-built than this remarkable eight-cylinder creation. Of vibration, there is none. In engineering details this engine is distinguished by refinements many of which are exclusive to it alone, such as valve mechanism of new design, extremely heavy crankshaft (99½ pounds), vibration damper, and positive pressure lubrication to 35 points.



THE Hupmobile Six, as splendidly developed today, is the outcome of six-cylinder study and testing which began in 1914. With this wonderful engine, the Hupmobile Six is a more-than-60-mile-an-hour car, without a hint of vibration throughout its entire speed range. Hupmobile knows only one way to manufacture, and that is for economy and long life as well as superfine performance. So this engine is a true Hupmobile product.

The Six Motor

Two Brilliant Successes

Already the Six, as well as the Eight, has won its spurs

HUPMOBILE accomplishment during the past year is without parallel in the motor car industry. First came the Eight, which from the beginning leaped into a triumphant position as the world's largest selling straight Eight.

Last October came the new Hupmobile Six, which literally swept the country by storm and rolled up a flood of orders that is still far ahead of factory production capacity.

Now the new Hupmobile Eight makes its appearance, to carry still further the brilliant success registered by the first series. The new Eight is longer, more roomy and comfortable, and even more beautiful, as proven by the Sedan and Coupe shown. It has greater power and its performance is even more remarkable, if such a thing can be possible.

Into its new Six, Hupmobile has built the exalted six-cylinder performance and the beauty which in the past has always been accompanied by a much higher price.

Going still farther, Hupmobile presents, in its Six line, a five-passenger four-door Sedan that is a momentous achievement in roominess and comfort.

Small wonder, then, that the new Six comes to the automobile show season riding the crest of a wave of popular enthusiasm.

Both of these cars stand supreme in their fields, as buyers have already proven—supreme in performance and in value, with a name behind them that has always kept faith with the public.

What all this means to dealers

THE Hupmobile dealer is today in a stronger position than ever before in its nearly eighteen years of manufacturing.

For Hupmobile, traveling even ahead of the times, has adopted the surest way to greater success—the policy of giving the sound, value-knowing public what that public wants.

The emphasis of the motor car demand today is all on the side of smoothness, pick-up, ease of handling, comfort.

Hupmobile has more than satisfied that demand—it has gone far beyond its field in giving performance which in its every phase delights and captivates.

So true is this, that it has become almost proverbial that any prospect who knows anything about performance, and who drives either the Hupmobile Six or the Hupmobile Eight for even as little as fifteen minutes, is almost certain to buy it sooner or later.

But unprecedented performance is not the entire Hupmobile story, for with this performance is joined all the old-time Hupmobile virtues of reliability, economy and long life.

So Hupmobile today presents one of the greatest dealer opportunities ever opened to the trade—an opportunity to which dealers everywhere are becoming keenly and intensely alive.

HUPP MOTOR CAR CORPORATION, DETROIT, MICHIGAN

Each 26 CENTS *brought* 100 DOLLARS *in sales!*

THE eastern branch house of a large packing company, anxious to increase its sales, decided to try the telephone. Fifty-six long distance calls were made, covering 7540 miles. Twenty-six orders were taken, totalling $29,760. Twelve of the sales were to regular customers, ten to occasional customers and four to prospects. The average telephone cost per hundred dollars was only twenty-six cents! Now Long Distance is a regular member of that sales force.

HUNDREDS of firms engaged in buying or selling goods are using Long Distance daily to increase business. Many regular customers buy more if they are given more opportunities. Many occasional customers are willing to buy regularly. Many prospects are merely waiting for a salesman to call them on the telephone and take their initial order. In addition to buying and selling, Long Distance accomplishes thousands of other services daily for business concerns and executives.

Has your firm ever made a test of what Long Distance can accomplish for your business? Do you let the telephone cover a greater territory for each one of your men? Are your salesmen trained to telephone to customers and prospects they cannot reach in person? Long Distance gets things done at a saving of time and travel. By its importance, a long distance call gets attention. By its obvious desire to serve, it builds good-will.

The Commercial Department of your local Bell company will make a survey o your business, free, and suggest many ways in which Long Distance can serve you. In the meantime, what man or concern a hundred or a thousand miles away would you like to talk to? The telephone on your desk will connect you, just as it does locally—now. . . . *Number, please?*

BELL LONG DISTANCE SERVICE

AMERICAN TELEPHONE & TELEGRAPH CO. AND ASSOCIATED COMPANIES — BELL SYSTEM

STEWART-

Are Your Accessories As Good-As the Car You Sell?

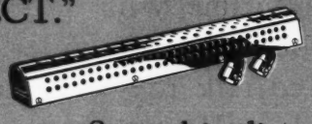
The way to build your business is to make each sale create so much satisfaction that it will bring you the future business of that customer.

The automobile business has developed to the point where there are really no more "poor" cars. The unsatisfactory ones have been weeded out by the process of elimination on the part of the buying public.

You perhaps know of dealers who have been eliminated by the public in the same manner.

That's why a short-sighted selling policy is not successful.

The very best formula for success is to exert every effort to make each sale "PERFECT."



Profits are not figured in discounts. Not until the goods are actually sold and the cash received from the customer can profits be counted.

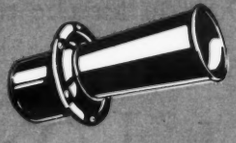
AND—you MUST sell "satisfaction"—with each sale—to sow the seed that will make "turn over" blossom forth and bear a bountiful harvest.

If you are a car dealer you know that your car will give satisfaction—that it is the height of value in its price class. You have nothing to fear on the part of the car's performance.

BUT—don't stop there.

Use your good judgment in the selection of the accessories that you sell with the car.

Even though your car may be satisfactory—you will be courting grief if you equip it with a Bumper that will not hold up, or a Speedometer that is not reliable, or a Shock Absorber that does not perform as it should.



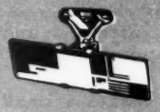
TWELVE MILLION PEOPLE ARE TODAY USING

-WARNER

An Important Campaign for Better Accessories

Why not take the shortest route to customer satisfaction and repeat sales by standardizing on Better Accessories?

In the Stewart-Warner Line are nine of the most essential accessories—all good—even BETTER than the average—the ONLY COMPLETE LINE OF BETTER ACCESSORIES obtainable.



The name is known to millions. The performance of each and every one of these products will create good-will for you. There's no kick-back for any failure to protect and give driving comfort to the car owner.

Isn't this the best policy? Can you find a better one?

The Stewart-Warner Products Service Stations★ in 65 cities in United States and Canada and 34 in Foreign countries, keep the dealer supplied with fresh stock on short notice.

★See Chilton Automobile Directory (Yellow Book) for List of Stewart-Warner Products Service Stations and the one nearest you.

This is the Sign of "Better Accessories"

This service reduces your investment BUT INCREASES YOUR TURN-OVER.

Think it over. Figure it out. Then ask us to have our Service Salesman call on you with all the facts.

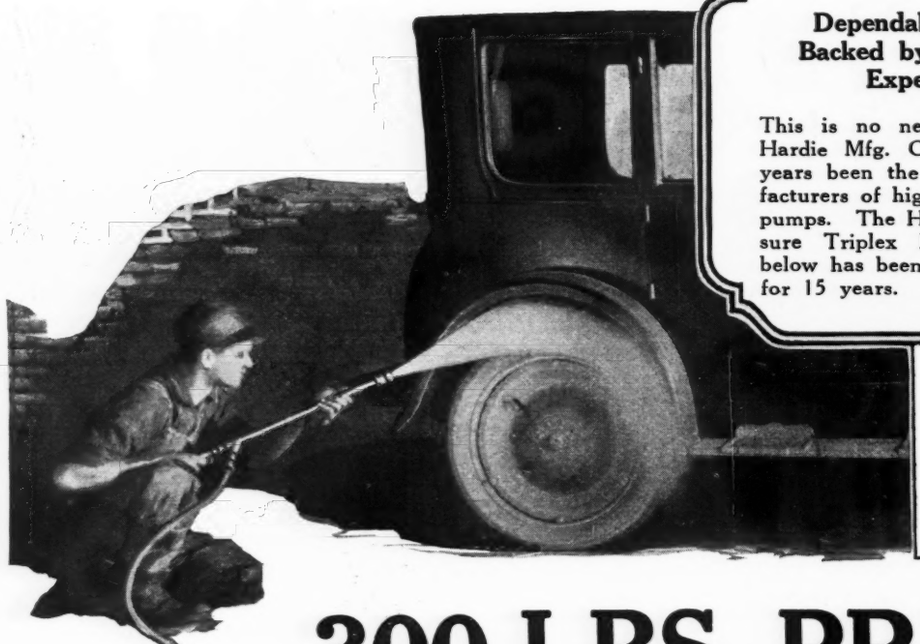
STEWART-WARNER SPEEDOMETER COR'N
1826 DIVERSEY PARKWAY, CHICAGO, U.S.A.

Stewart-Warner Accessories

Shock Absorbers
Bumpers
Rear Fender Guards
Spotlights
Electric Horns
Electric Windshield Cleaners
Rear Vision Mirrors
Speedometers
Heaters
Vacuum Tanks

Stewart-Warner Matched-Unit Radio
INSTRUMENTS - TUBES
REPRODUCER AND
ACCESSORIES

STEWART-WARNER PRODUCTS



Dependable Outfits Backed by 25 Years' Experience

This is no new device. The Hardie Mfg. Co. have for 25 years been the foremost manufacturers of high pressure spray pumps. The Hardie High Pressure Triplex Pump illustrated below has been on the market for 15 years.

Made In Seven Sizes

Hardie Car Washers are being used by operators large and small—by big ramp garages washing as high as eight cars at a time; by big fleet owners such as Alex Gobel, sausage king of Brooklyn, N. Y., with a fleet of 200 trucks; and by very small garages—three of them in one town of 2,500 population are using "Hardies."

300 LBS. PRESSURE

VS. CITY WATER PRESSURE AND SPONGES

The average city water pressure varies from 40 to 50 lbs., a pressure entirely too low to do effective work. The Hardie works at 300 lbs. pressure, and gives a force that is sufficient to dislodge the caked and grease-soaked mud and dirt from the fenders, springs and wheels.

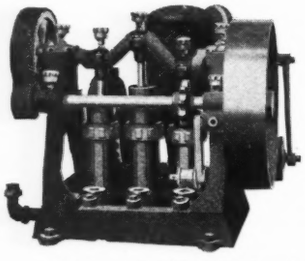
The Hardie Gun with which this outfit is equipped, makes a small solid stream which is used on the chassis. By a slight turn of the handle the gun is made to discharge a wide spreading spray so fine and soft that it will not hurt the most delicate finish, yet is very penetrating.

The most important and revolutionary feature of the Hardie Washer is the big saving of time. With the two gun outfit two operators can wash from 40 to 50 cars per day. Mr. A. W. Painter of Wyandotte, Detroit, Michigan, has a man washing 25 cars per day with the Hardie.

There is also a big saving in water. The average hose attached to the city water will discharge from 15 to 20 gallons per minute. The Hardie Gun discharges only 5 gals. per minute, and will do the work in one-third the time required in the old hand way, and do it better. The saving in the cost of water where meters are used, will amount to considerable in a year.

The Hardie will handle hot water, soapy water or any solution used for washing cars. The Hardie means more cars turned out, more satisfied customers and more money for the car dealer, washing station, repair man and service station. Write for detailed information.

The Famous Hardy High Pressure Pump



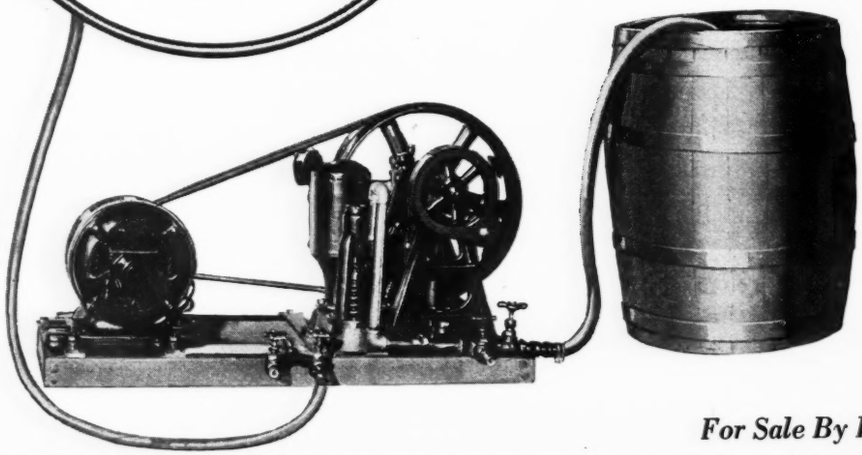
Simple, durable. Equipped automatic pressure regulator that takes all load off motor when nozzles are closed

THE HARDIE MFG. CO. — Hudson, Mich.

Canadian Branch: Petrolia, Ont. Western Factory: Portland, Ore.

New York Office: 1780 Broadway

Branches at Los Angeles, Cal., and Kansas City, Mo.



HARDIE CAR WASHER

For Sale By Large Automotive Jobbers Everywhere

The New Year brings new Resolutions. Ours is to be of greater help to Bull Dog Dealers. Yours will mean bigger sales—larger profits—faster turnover than ever before possible on an Accelerator for Fords—if you RESOLVE to CONCENTRATE ON BULL DOGS.

The new Bull Dog is Universal—fits all Fords—both old and new models. Sells for $1.50 in the U. S. A.—$1.70 Foreign Countries.

The W. H. Thomas Manufacturing Co.
Spencer U. S. A. Iowa

"Bull Dog"

FOOT ACCELERATOR *for* FORDS

A Quick—

Show 'Em and Sell 'Em

That's the way to increase your sales and quicken the turnover on your investment. More than four million motorists have found vulcanizing to be the most dependable as well as the easiest and quickest way to fix punctures. Millions of others would become enthusiastic Shaler users if they knew how much better it is than the old way of sticking on temporary cold patches.

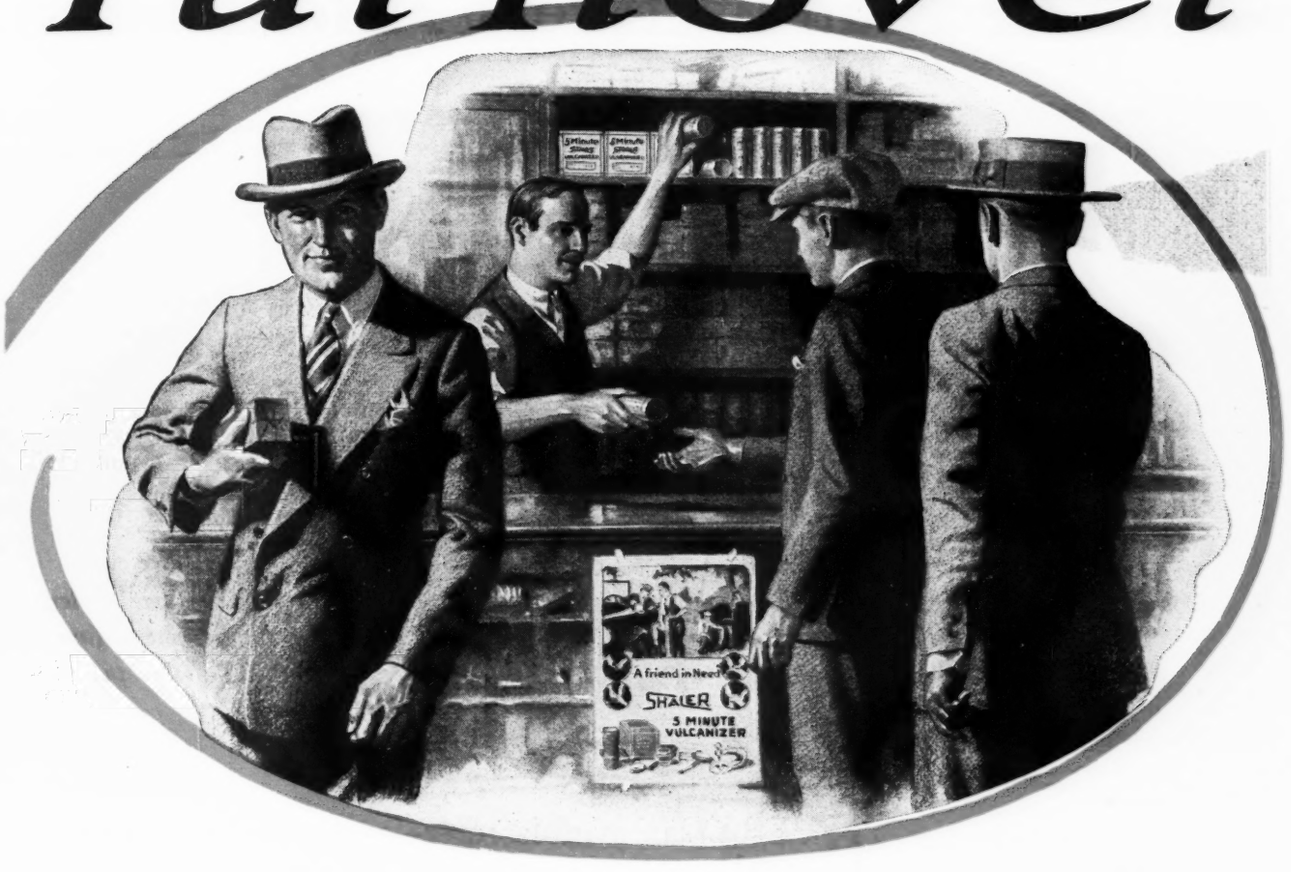
Dominating national advertising, appearing consistently year after year in publications like the Saturday Evening Post, Liberty, Popular Science Monthly, Popular Mechanics, etc., has acquainted most motorists with the usefulness of this inexpensive outfit—and they are ready to buy.

Keep your Shaler Vulcanizers in plain sight. "Show 'em and sell 'em."

SHA 

LER

Turnover



Every Sale Brings Repeats

Every vulcanizer you sell brings you more than a liberal profit on the original sale. It brings you compound interest on your investment—steady repeat business month after month and year after year on the automatic sale of Shaler Patch-&-Heat Units to use with the vulcanizer.

To give you an idea of the tremendous volume this repeat business runs into—more than fifty million Patch-&-Heat Units were used last year. This repeat business was produced by the sale of Shaler Vulcanizers in previous years.

"Show 'em and sell 'em" now and get this continuous compound interest profit on the repeat sales of Patch-&-Heat Units. Our attractive window displays bring 'em in. "Show 'em and sell 'em."

Write Now for FREE Window Display

C. A. SHALER CO., Main Office and Factory, Waupun, Wis., U. S. A.
World's Headquarters for Tire Repair Equipment

50 MILLION
USED IN 1925

Can Car Manufacturers Afford Short

WHEN a car dealer or rebuilder phones for a set of old model pistons—

Each genuine Arrow Head part is marked with an Arrow Head

EVERY car manufacturer—every dealer in new or used cars—every rebuilder or repair man—is interested in seeing that car owners have service—on all motors, all years, all models.

When these emergency calls come in for pistons and pins on old models, can the car manufacturer afford to stop a production run and "set up" for a small lot? Certainly not!

And now he can maintain his reputation for dependable replacement parts—maintain the reputation of his car for continuous service—*and save money*—by the use of Arrow Head's facilities.

Arrow Head is organized for short runs on pistons and pins. A hundred lot—or a production run—Arrow

Arrow

Pistons ◊ Piston Pins

NEW YORK AUTOMOBILE SHOW—SPACE D-82—

Runs on Old Model Pistons and Pins?

—WILL the factory's service manager stop a production run—or keep the car owner waiting?

Head can produce with economy. Arrow Head pistons and pins represent the farthest advance in the industry as regards hardness, toughness, uniformity, balance, etc. Arrow Head service matches Arrow Head quality. Arrow Head has —or can quickly supply—pistons and pins for "all motors, all years, all models."

Arrow Head's enduring purpose is to maintain or improve the performance of every motor in which parts of Arrow Head manufacture are used. Arrow Head's trained organization reaches every part of the country.

Why do engineers who know specify Arrow Head so consistently? May we figure on your equipment or replacement runs—or demonstrate our capacity to meet any specification, metallurgically or mechanically?

ARROW HEAD STEEL PRODUCTS COMPANY

Minneapolis, Minnesota

Head

Axle and Drive Shafts

TRADE DAYS 10 A.M. TO 1 P.M. JANUARY 11-12

Van says—"A heap of brains went into Gilmer Fan Belts, but that's nothin' to the heap of money that comes out."

Isn't This Curved Line → Longer Than This? →

The first line is the outside of a V-shaped fan belt going around its pulley. The second line is the inside.

As soon as these two lines leave the pulley, they straighten out and are the same length till they hit the other pulley.

How are you going to get fan belts that will stretch on the outside and compress on the inside a thousand times a minute, and yet stay the same length?

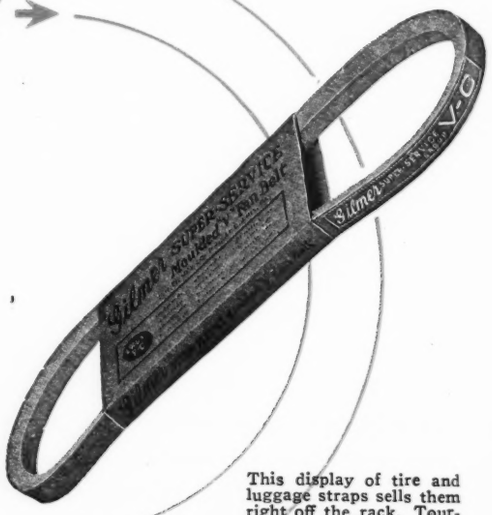
It's easy. Get Gilmer Belts.

Gilmer has put strong, non-stretching cords in the center where the length is always the same, but special rubber compound outside and in, where the stretch and the jam come. What is more, these cords don't touch, so there is no internal friction.

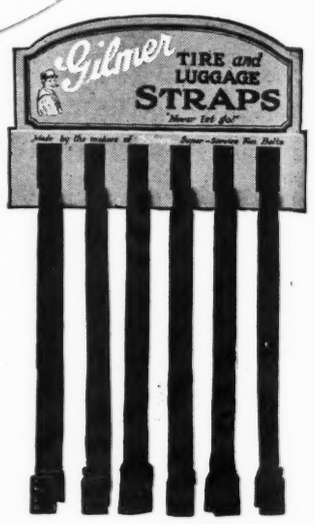
A Gilmer Fan Belt runs without strain—therefore lasts indefinitely.

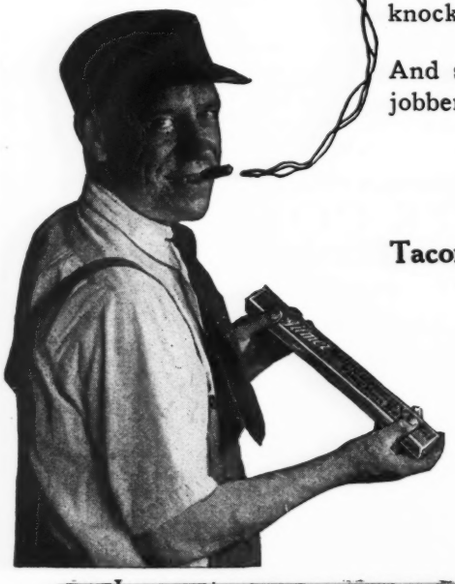
Added to Gilmer scientific construction is a system of selling helps including a free cabinet that's a knockout.

And so Gilmer sales hum. Get busy and ask your jobber.



This display of tire and luggage straps sells them right off the rack. Tourists can't resist.





L. H. Gilmer Co.

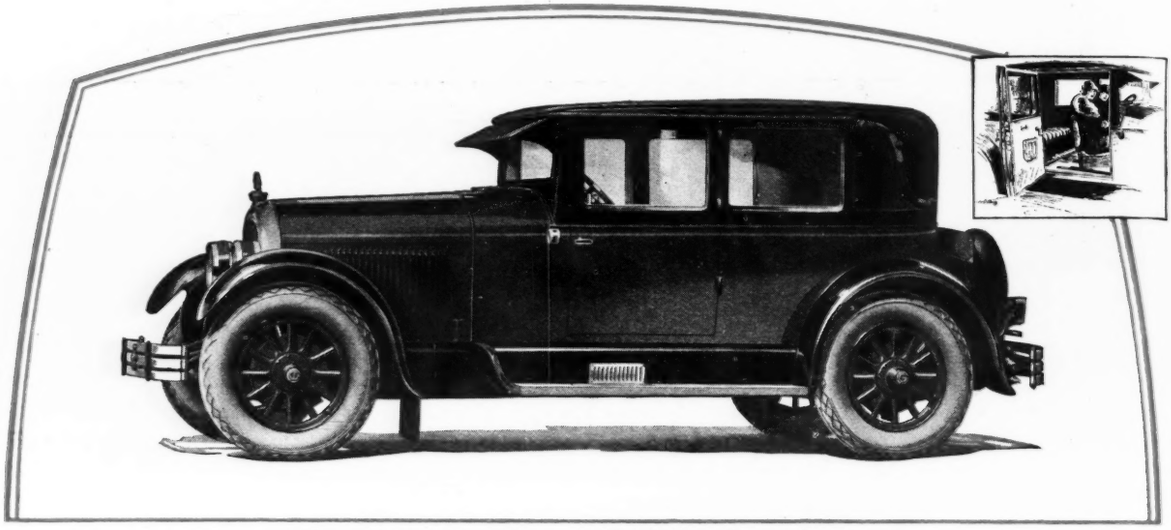
Tacony **Philadelphia**

SUPER-SERVICE

Gilmer

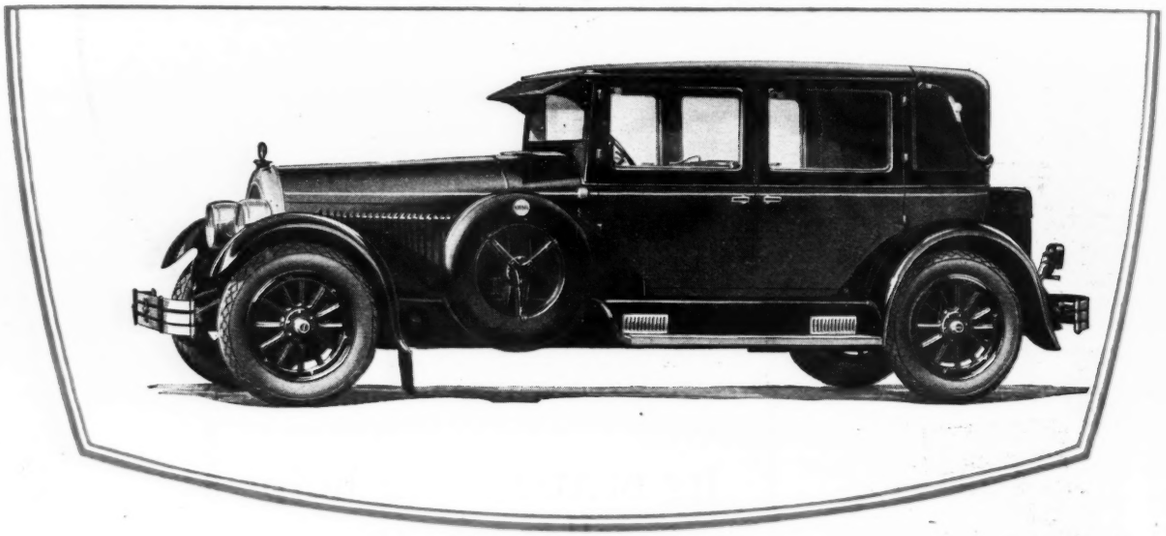
FAN BELTS

Three Great Kissel



The 2-door Brougham with Sliding Front Seats

The 137-inch wheelbase Straight Eight De Luxe Brougham Sedan, $2985 Factory



Body by Kissel

At the Shows See the latest Kissel Innovation: the 2-door Brougham—Six and Straight Eight—with sliding front seats, which permit easy entrance and exit to and from rear compartment. The only 2-door car with this great convenience. Also inspect the 137-inch wheelbase Straight Eight De Luxe Brougham—the Eight of all Eights.

KISSEL MOTOR CAR COMPANY · *Hartford, Wisconsin*

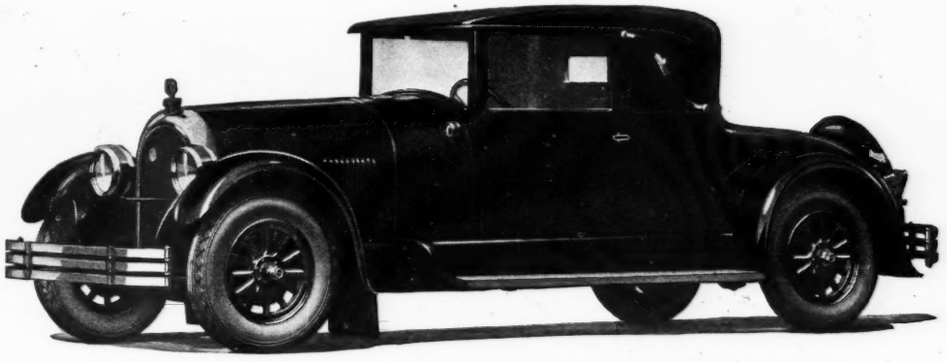
Six Cylinder Brougham
Formerly $1895

Now $1695

f. o. b. factory

KIS

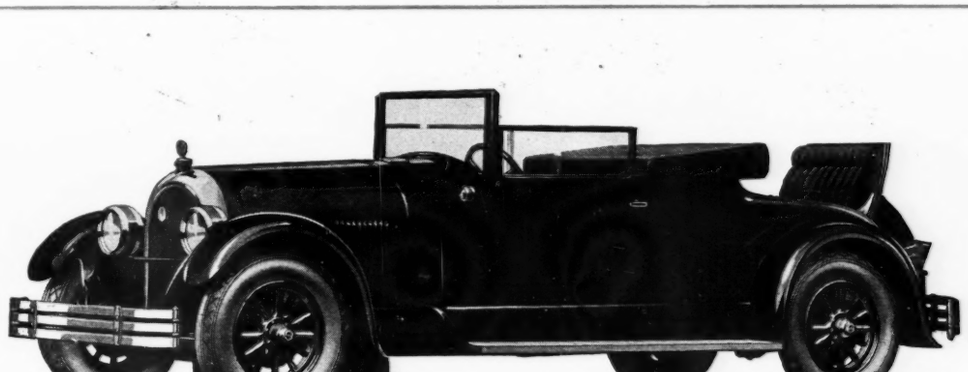
Innovations for 1926



(As a Closed Car)

Two Cars in One—$1695

2-Passenger Six—f. o. b. factory



(As an Open Car)

Body by Kissel

Announcing the New All-Year Coupé Roadster

A combination open roadster for fine days and closed roadster for bad weather. Two cars in one, priced at far less than the former cost of an open roadster. An ideal car for young people. A practical car for doctors, salesmen or business men wishing an extra car for their personal use. Furnished both in Six and Straight Eight. The Six at $1695, the Straight Eight at $2095, f. o. b. factory.

SEL

Straight Eight Brougham

Now $2095

f. o. b. factory

(201)

NORTHEASTER

$7.50

THE Owners of every kind of car, from Rolls Royce to Ford, are waiting for a Real Magnetic Horn at a Low Price. The NORTHEASTER is just the Horn to appeal to this enormous market.

For those who prefer a motor-driven Horn, there is the North East Model X for general passenger car use. Now priced at $7.50, this Horn with five years of success behind it represents an exceptional value.

And for high-powered cars, buses and trucks, the North East Model XA heavy duty ball-bearing Horn at $15.00 is the last word.

This unlimited market for North East Horns is being keenly stimulated by extensive publicity in the Saturday Evening Post and elsewhere. The nearest North East Distributing Station or North East Branch will tell you how you can get your share of this business.

A Real Magnetic Horn at a *Low* Price

STRONG VIBRANT TONE SURE INSTANT RESPONSE LONG LIFE
RUGGED SIMPLE SCIENTIFIC

The Horn That Lasts

NORTH EAST ELECTRIC CO. *The Standard for Dependability and Long Life* NORTH EAST SERVICE INC.
Starting, Generating & Ignition Equipment - Horns - Speedometers
ROCHESTER · ATLANTA · CHICAGO · DETROIT · NEW YORK · KANSAS CITY · SAN FRANCISCO · PARIS · LONDON · TORONTO

PLUNGING through snow, sleet, ice, blizzards, mud and sand for over 1200 miles on McKays, Cannon Ball Baker beats the fastest limited train time from New York to Los Angeles—another test of McKay Tire Chains—*the chains that cost no more and last!*

UNITED STATES CHAIN & FORGING CO.
Chains for all Industrial and Commercial Purposes
UNION TRUST BUILDING, PITTSBURGH, PA.

McKAY TIRE CHAINS

McK

Use McKay Tire Chains and you'll use McKay Red Bead Bumpers. That's what the "show me" motorists say.

CHICAGO AUTOMOBILE SHOW
Coliseum
January 30th-Feb. 6th, Spaces 115-116.

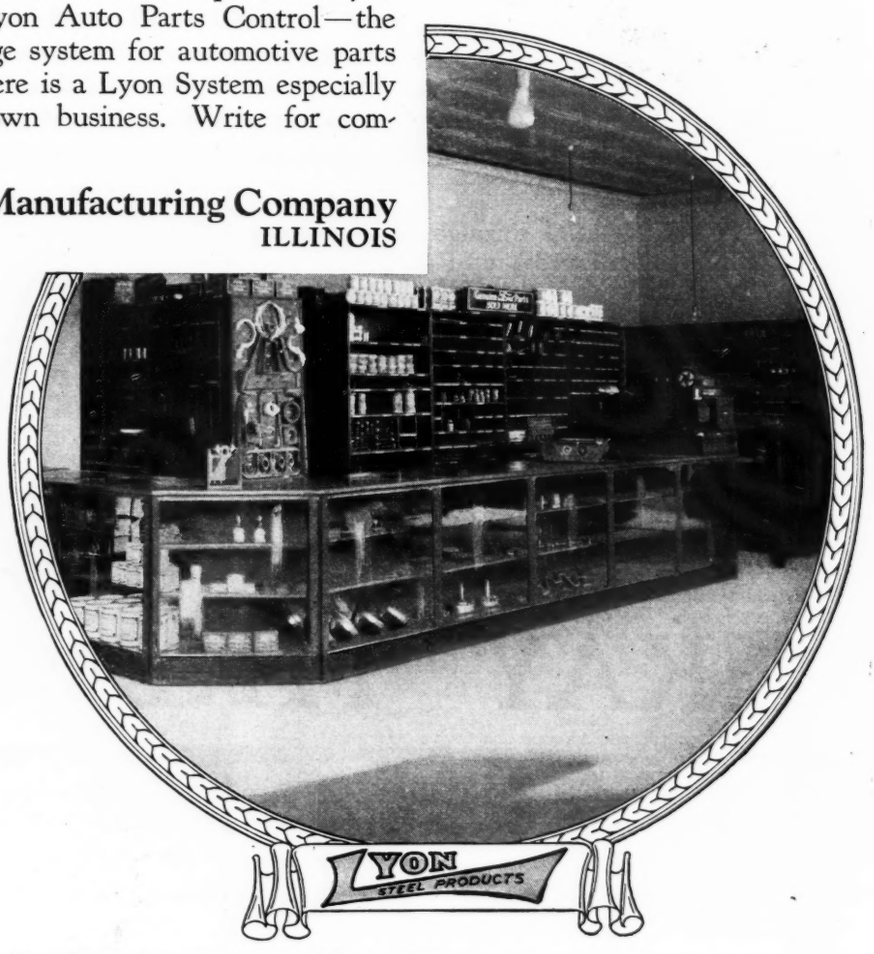
A Better Parts Stock *on Less Money*

Parts and accessory stock is money in another form. This simple fact Mr. Land of the Land Motor Company, Goree, Texas, keeps constantly in mind.

With his Lyon Auto Parts Control System, designed for him at no extra cost, he carries a better stock with less money invested. His stock—and therefore his money—turns over more rapidly, for he gives quicker, better, more economical service. His stock is balanced to his sales and under daily, visible control.

Your business, too, will make more profit for you if equipped with Lyon Auto Parts Control—the complete steel storage system for automotive parts and accessories. There is a Lyon System especially designed for your own business. Write for complete information.

Lyon Metallic Manufacturing Company
AURORA ILLINOIS



Leading Automotive Jobbers Sell

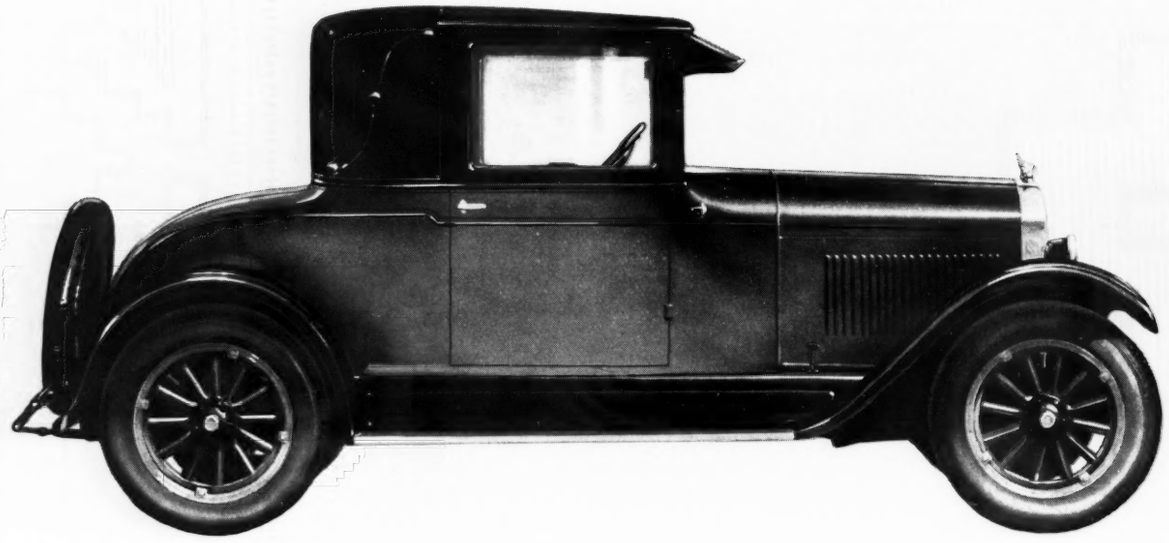
LYON AUTO PARTS CONTROL

COMPLETE STEEL STORAGE SYSTEMS FOR AUTOMOTIVE PARTS AND ACCESSORIES

Announcement:

A new name appears on the scrolls of the automotive industry—a new car destined quickly to achieve a position of commanding leadership—a new Six whose specifications, alone, stamp it an outstanding achievement in quality car design and construction.

Never in the history of the industry has any manufacturer ever presented a car combining such qualities of brilliant performance and beautiful appearance at such an unexpectedly low price.



A NEW SIX— A NEW NAME

AFTER a long period of preparation, General Motors now presents the lowest priced high quality Six. This newest member of a famous family is an entirely new car, embodying the full scope of the corporation's resources in engineering, purchasing and production. It will be manufactured and distributed by the Oakland division as companion car to the new Oakland Six. . . . Into this field, where low price

GENERAL SPECIFICATIONS

ENGINE—Own design and make 6-cylinder, L-head type, water-cooled by pump circulation. Bore, 3 1/4 inches. Stroke, 3 3/4 inches, displacement, 186.50 cubic inches. Three-point suspension; two detachable cylinder heads.

CYLINDERS—Cast in block of special cylinder iron, integral with crankcase. Flywheel enclosed. All cylinders have glass-like finish obtained by honing process. Cylinders and valves completely surrounded by circulating water.

CRANKSHAFT—Three-bearing type, statically and dynamically balanced. Bearing sizes: front, 1 13/32 inches diameter by 1 5/8 inches; center, 2-inch diameter by 2 inches; rear, 2 1/16 inches by 2 inches. Patented bronze-backed, babbitt-lined, interchangeable main bearings.

CAMSHAFT—Drop-forged steel, integral cams, case-hardened and ground. Bearing sizes: front, 1 3/32-inch diameter by 1 1/2 inches; center, 1 29/32-inch diameter by 1 1/16 inches; rear, 1 5/8-inch diameter by 1 5/16 inches. Lubrication by special oil pockets and splash system. Silent drive with 1 1/4-inch chain.

PISTONS—Light semi-steel 4 inches long with three 3/16-inch cast iron rings. Piston pin, 1 1/16-inch diameter, locked in piston.

CONNECTING RODS—Drop-forged, heat-treated, I-beam section, 7 5/16 inches long. Lower bearing, 2-inch diameter by 1 7/16 inches; upper bushings, 1 1/16-inch diameter by 1 5/16 inches, bronze; lower bearing high grade babbitt, accurately broached to size.

VALVES—High temperature resisting silicon-chromium steel. Accessible for grinding by removing head. Diameter, 1 5/16 inches. Tappets have chilled cast iron head with long-wearing steel sleeve. Self oiling, mushroom type valve lifters.

LUBRICATION SYSTEM—Of special design known as regulated constant flow type; pressure being taken care of by adjustable pressure release valve. Pressure feed from gear driven pump to all main bearings and connecting rods. Submerged gear type oil pump gear driven at center bearing. Valve compartment open to splash. Valve chamber provided with oil-tight coverings. Pressure gauge on instrument board. Oil filter located on left side of engine with oil level gauge rod nearby. Oil capacity, 6 1/2 quarts. Pressure oil lubrication and fittings for chassis.

GASOLINE—Vacuum tank system. 12-gallon tank in rear provided with gauge unit.

INTAKE MANIFOLD—Special design utilizing exhaust heat from 5 cylinders in maintaining correct temperature for carburetor inlet. Perfect volatilization and mechanical distribution.

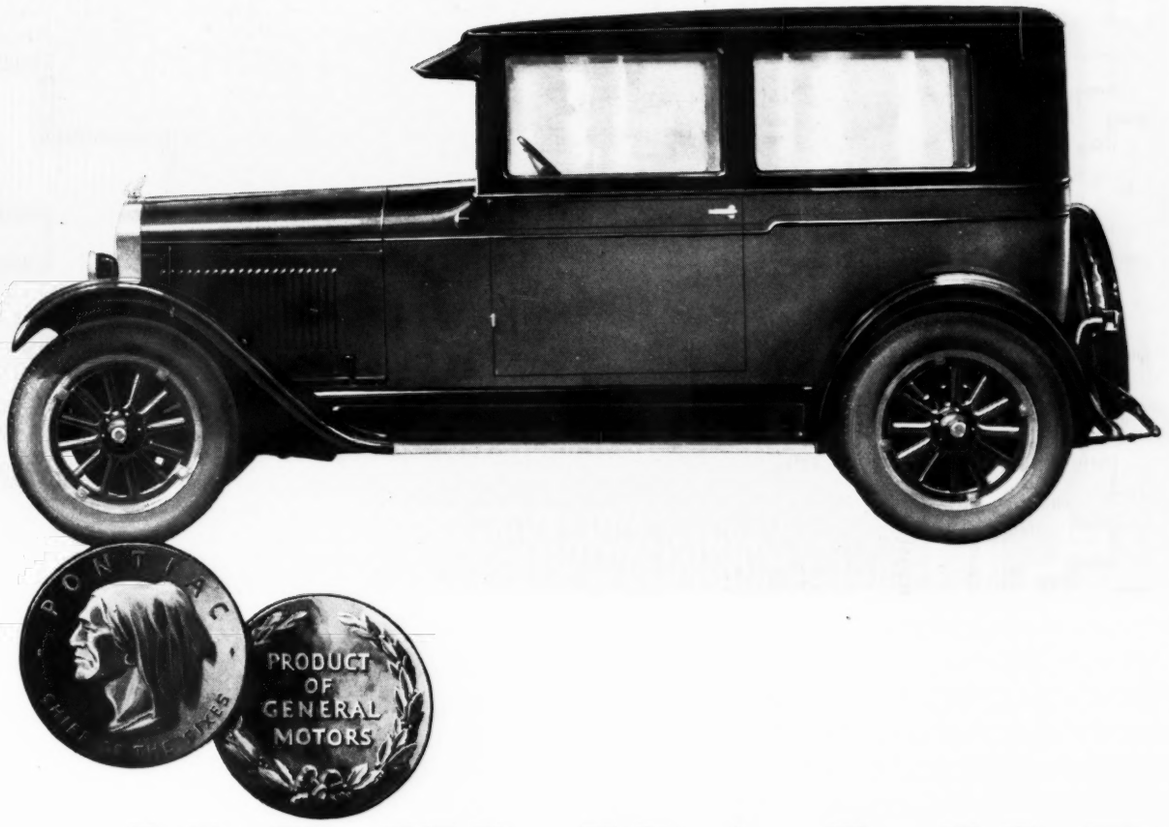
CARBURETOR—Carter, 1-inch.

ELECTRICAL SYSTEM—Remy starting, lighting and ignition. Motor with Bendix drive. Generator, third brush current regulation. Automatic distributor. 6-volt, 80-ampere power storage battery. 21 candle power, diffusing lens, head lamps. Side lamps for parking. Approved rear light. Combination light and ignition switch with lock for locking ignition.

COOLING SYSTEM—Water; impeller pump; cellular type, high turbulence radiator, with polished nickel shell. Two-blade fan on pump shaft, 15 inches in diameter. Capacity, 10 1/2 quarts.

PON

"CHIEF OF



A NEW VALUE

has hitherto been the chief inducement to ownership, the Pontiac Six introduces elements of size, beauty, comfort, stamina, roadability and completeness of equipment that are literally and truthfully without precedent. . . . Notwithstanding these extraordinary qualities, the Pontiac Six will sell for a price so unexpectedly low as to compel a radical rearrangement of every existing idea of motor car value.

CLUTCH—Dry single disc type, ventilated and self adjusting. One driven and two driving discs. Driven disc faced with long wearing friction lining. Outside diameter, 9 inches. Eight pressure springs; pedal adjustable to compensate wear.

TRANSMISSION—Unit-power plant type, selective sliding; 3 speeds forward and reverse. Gears of heat-treated chrome-vanadium steel accurately cut and shaped. New Departure ball bearings for pinion shaft and main driving shaft. Bronze bushings for counter gears.

FRAME—Pressed steel channel section, 4½ inches deep; 1¾ inches wide. Straight side members. Tapers from front to rear. Four cross members including rear engine support. Over-all length, 153 $\frac{3}{32}$ inches.

STEERING GEAR—Semi-reversible worm and wheel type. 16-inch wheel. 8 to 1 ratio to provide easy steering. Horn button at top of steering wheel.

INSTRUMENT PANEL—Indirect illumination. Instrument group includes 75-mile speedometer, ammeter, oil pressure gauge, throttle and choke control, windshield cleaner regulator and ignition and lighting switch with lock.

FRONT AXLE—Own make, drop-forged I-beam section. Springs over axle. Steering knuckles of special alloy steel. New Departure bearings for wheel spindles.

REAR AXLE—Own make, semi-floating type, banjo housing with torque tube connected to front end of pinion housing. Chrome nickel steel pinion and ring gear. New Departure ball bearings used throughout.

WHEELS—Heavy artillery type equipped with 20 x 4 inches rims.

TIRES—Low pressure balloon cords, 29 x 4.75 inches, non-skid tread.

BRAKES—Service brakes on rear wheels. Drum diameter, 11 inches; width of brake, 2 inches. Adjusted and equalized. Parking brake on rear wheels, internal expanding; operated by hand lever.

SPRINGS—Semi-elliptic, front and rear. Length of front spring, 36 inches; width, 1¾ inches. Length of rear spring, 54 inches; width, 1¾ inches. Front spring special quality carbon steel. Rear spring, chrome-vanadium steel. Hard rolled bronze bushings in spring eyes.

TURNING RADIUS—19 feet 4 inches.

WHEELBASE—110 inches.

ROAD CLEARANCE—8½ inches.

BODY—Built by Fisher.

UPHOLSTERY—Coupe and Coach: Cushions in long wearing gray corduroy; balance interior in art weave upholstering cloth to match.

BODY EQUIPMENT—Coupe: Sun visor, landau bows on rear quarter, double beading. Plate glass windows, high speed window regulators. Fisher VV one-piece windshield, rear vision mirror, automatic windshield cleaner, roller shade over rear window, safety lock on right door with inside snap lock on left door. Coach: Sun visor, double beading, plate glass windows, high speed window regulators on doors and quarter windows, Fisher VV one-piece windshield, rear vision mirror, foot rest, floor carpets, dome light, automatic windshield cleaner, roller shade over rear window, safety lock on front door with inside snap lock on left door.

WEIGHTS—Car ready for road: Coupe, 2320 pounds: Coach, 2400 pounds.

PONTIAC

THE SIXES"

THE PONTIAC SIX WILL BE DISTRIBUTED AS COMPANION CAR TO THE PRESENT OAKLAND SIX

WINNING AND HOLDING GOOD WILL

OAKLAND SIX

Since the announcement of the new Oakland Six, Oakland sales have been reaching heights that dwarf all records of the past. Priced from $70 to $350 lower, embodying over 100 improvements, including air cleaner, oil filter, and the Harmonic Balancer, the new Oakland Six is bidding for leadership in state after state and city after city.

Now automobile dealers who seek sales precedence in their communities have available a *double franchise*—that of the new Oakland Six and its companion car, the new Pontiac Six.

The preceding pages indicate that the Pontiac Six is clearly entitled to a high place among cars of quality.

Yet its price, when announced, will be nothing short of a revelation. With this combination of the new Oakland Six and the lower priced Pontiac Six, dealers acquiring the double franchise will command the two most profitable automobile markets.

In the light of previous history and what the future holds, it may be safely predicted that the Oakland-Pontiac double franchise will prove to be one of the most desirable and profitable in the entire industry—

—a fact that should prompt every forward looking automobile dealer in America to make immediate inquiry, regardless of his present status and affiliations.

OAKLAND MOTOR CAR COMPANY

PONTIAC, MICHIGAN

Seventeen years of experience

and a vast organization concentrating on the development of finer motors for automobiles, account for the remarkable performance of these cars and trucks,

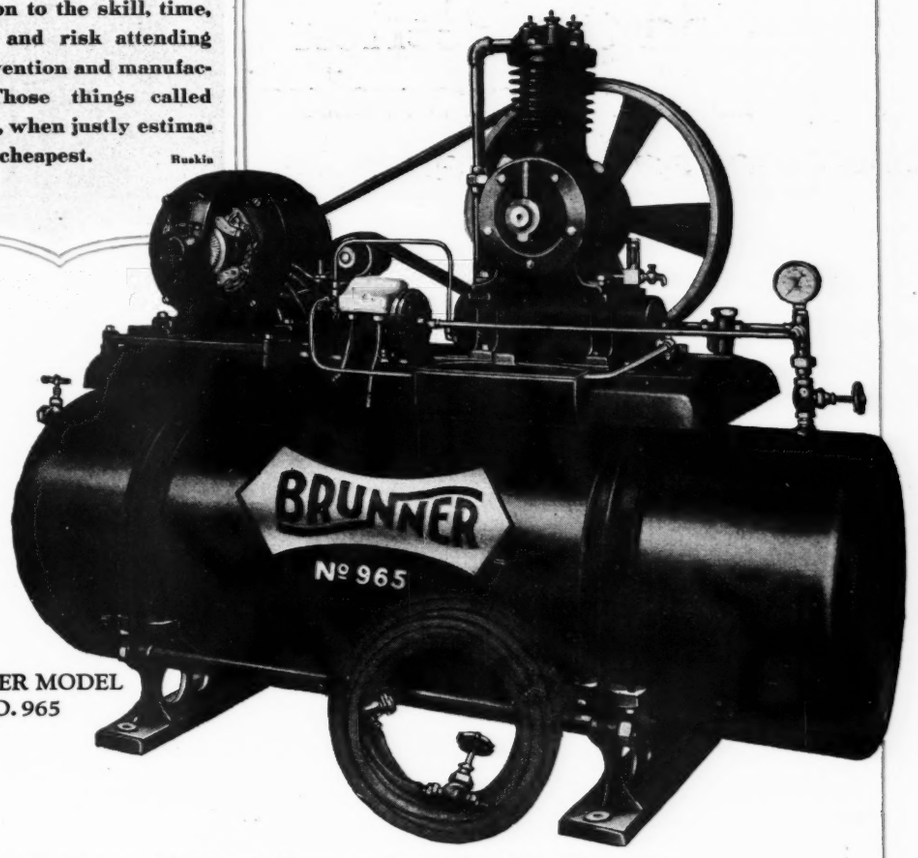
all powered with MOTORS *created by*

LYCOMING

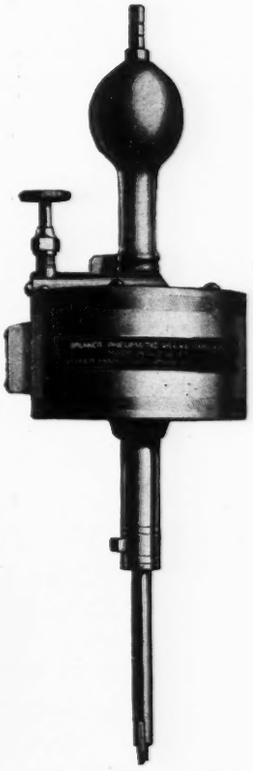
What Brunner Leadership Gives You

PRICE

ALL WORKS of quality must bear a price in proportion to the skill, time, expense and risk attending their invention and manufacture. Those things called dear are, when justly estimated, the cheapest. Ruskin



BRUNNER MODEL NO. 965



BRUNNER PNEUMATIC VALVE GRINDER

A boon to garage men—cuts down cost and increases profits on valve grinding jobs. Its pneumatic operation gives a variable controlled speed by merely turning the thumb valve.

The Brunner Pneumatic Valve Grinder is the lightest weight tool of its kind on the market. Its perfect balance permits continuous use without tiring the operator. This tool eliminates the necessity of finishing off the seat by hand. Mail the coupon for detailed information.

The important thing that Brunner's leadership gives you is an absolutely dependable product—an Air Compressor of the most improved design and manufacture, built to consistently and adequately pump air over a long period of years.

The same manufacturing methods that have given Brunner world-wide dominance in the air compressor field, are followed in the making of all Brunner Pneumatic equipment. You can buy cheaper equipment but not better.

BRUNNER MANUFACTURING COMPANY
UTICA, N. Y.
San Francisco, Cal. Kansas City, Mo. Cincinnati, O. Toronto, Can.

BRUNNER

COUPON

Brunner Mfg. Co.,
Utica, N. Y.

Please send me

- ☐ Air Compressor catalogue
- ☐ Information regarding valve grinder

Name.....

Address.....

Now there's a for Everyone

—and the Peerless franchise is far more valuable than ever before

THREE beautiful, dependable models make the Peerless line absolutely complete. Each is a real Peerless. Each is a remarkable car value. Each is vibrationless.

There's the compact but roomy Six-80—a six of wonderful driving qualities at the unprecedented price of $1595 for the Sedan. In the few short weeks since its announcement it has taken the world by storm.

There's the more powerful Six-72—a car that provides smooth flowing power in abundance to meet the most extraordinary demands. It is known, as "the best six in the world."

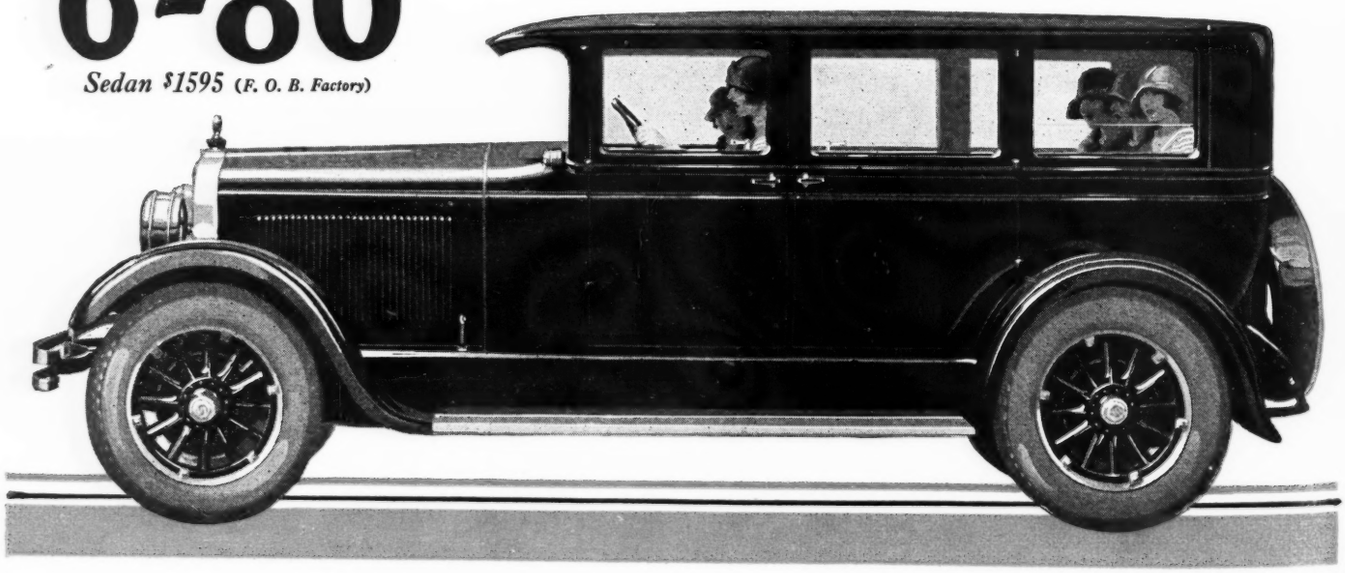
There's the V-type Eight-69, unsurpassed in distinction and its sheer luxury of motoring.

The Remarkable

6-80

Sedan $1595 (F. O. B. Factory)

There's a Peerless model now to suit most everyone's idea of price and value



PEERLESS

The Powerful

6-72

Prices $1895 to $2695
F. O. B. Factory

IMAGINE yourself with three such wonderful models to sell and such a wide price range. Then you'll realize the favorable position of Peerless distributors and dealers. They have a high grade car to meet every car need above $1500.

Never—in 24 years of Peerless history—has the Peerless franchise been so valuable. And remember—Peerless has always been a profit-maker for its force in the field.

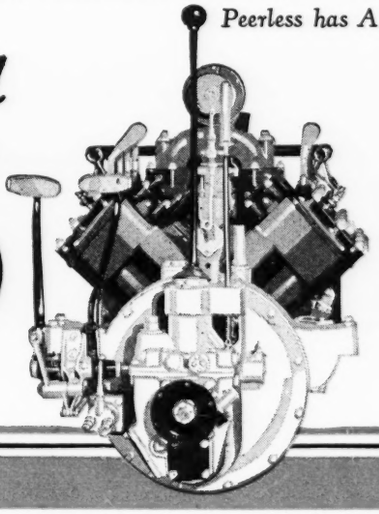
If Peerless is not represented in your territory, write or wire at once for full details of the Peerless franchise

PEERLESS MOTOR CAR CORPORATION, CLEVELAND, OHIO

Peerless has ALWAYS been a good car

The Equipoised

V-type 8-69



Peerless was one of the originators of the V-type Eight. No motor has ever won so many firm friends. And The Peerless Eight-69 is the finest, smoothest and most powerful V-type Eight ever produced. In addition, few motor cars in the world can equal this new Equipoised Eight for speed.

VISIONITE—*Perfect vision, day or night*

The First Ever Made in

VISIONITE

The Non-Glare Driving Mirror

HERETOFORE a mirror has been only a mirror. Good enough under ordinary conditions, but a dangerous nuisance when the headlights back of you send a dazzling glare of light from the mirror *directly into your eyes.*

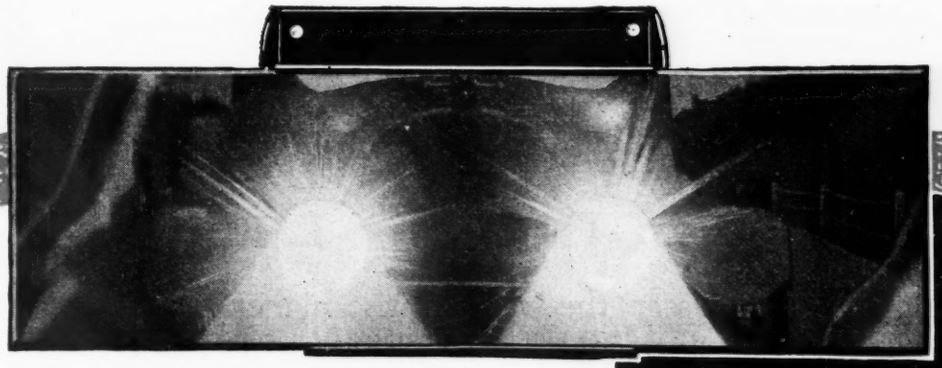
That *used* to be a necessary evil. But no more.

Visionite—the new, non-glare mirror of specially patented processed glass — shows every object perfectly, but *absorbs* the glare instead of reflecting it. Affords a clear yet softening reflection in daylight. Size, 2½ x 8 in. Ball Joint Universal Bracket of black satin finish over Parkerized steel fits both open and closed cars.

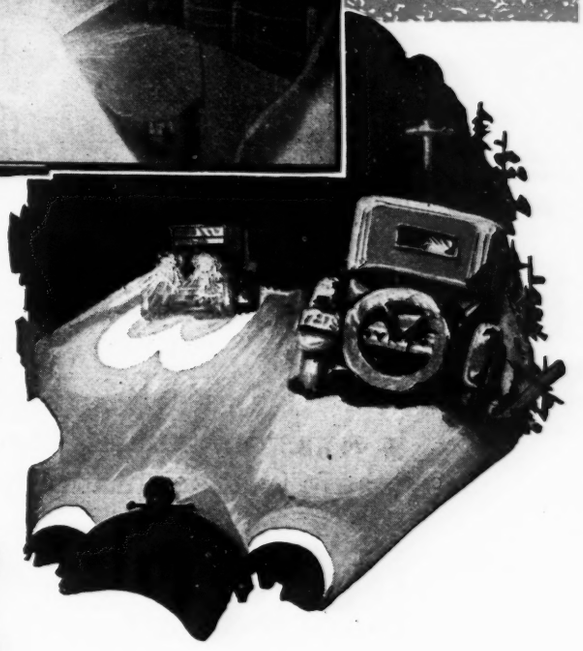
The trade finds in

Price $3.00

Individually packed. A retail price that insures volume sales.



Ordinary Mirror—*Dazzling glare*



Improvement Driving Mirrors

VISIONITE

The Non-Glare Driving Mirror

Visionite the only mirror with a big exclusive selling point, that leaves competition nowhere at all. With Visionite selling at the same price as the ordinary mirror—which do *you* think the big majority of motorists will select?

Visionite has working for it the three factors that make for phenomenal success:

1—It meets perfectly a real need of every motorist.

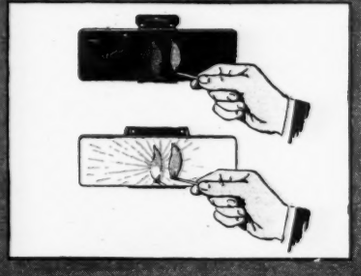
2—It has behind it a well organized, nation-wide sales-building campaign.

3—It is a quick turnover proposition with a sweet profit for the trade.

Write us for details and discounts. Or, better still, order a carton of ten which includes self-demonstrating counter display. Seeing is believing.

K-D MANUFACTURING CO.
LANCASTER - PENNA.
Makers of the
Famous K-D Parallel Jaw Valve Spring Lifter

See our Exhibit at the New York Automobile Show—Section D-18, 4th Floor, Grand Central Palace.



Make this Comparison—

Hold a match or a flash light before a Visionite and then an ordinary mirror. The difference tells the story.

See The GAR

EIGHT-IN-LINE

The past year has seen the Gardner rise higher and higher in public esteem. Each passing month sees it rising higher and higher in dealer esteem, too.

Today more than 1,100 Gardner sales and service stations dot the map of America. And more wide-awake dealers are lining up with Gardner every day. For two reasons!

Old heads see 1926 as the biggest and best year in American business history — and the best year in Gardner history, too.

The Gardner policy of A Liberal Net Profit on Every Sale *or trade-in* has proved itself right.

At the Show

See the advanced 1926 styles in the Gardner Eight-in-line and the Gardner Six in Space B-3, Grand Central Palace, New York City.

D N E R

SIX

Not only has it helped Gardner dealers to *make* more money, but it is constantly helping them *bank* more profits.

If you'd like to work with a friendly, human factory organization—deal with men who pull with you to help you get going on a sound, profitable, permanent basis—if you'd like a complete line of fine Sixes and Eights to sell—the right kind of factory co-operation to help you sell them—and a discount that assures you A Liberal Net Profit on Every Sale *or trade-in*—shoot us a letter or wire for the whole Gardner story.

THE GARDNER MOTOR CO., INC.
ST. LOUIS, U. S. A.

Gardner Assures You a Liberal Net Profit on Every Sale.

Whether YOU make $1.80 or $3.20 on a set of Piston Rings is

UP TO YOU!

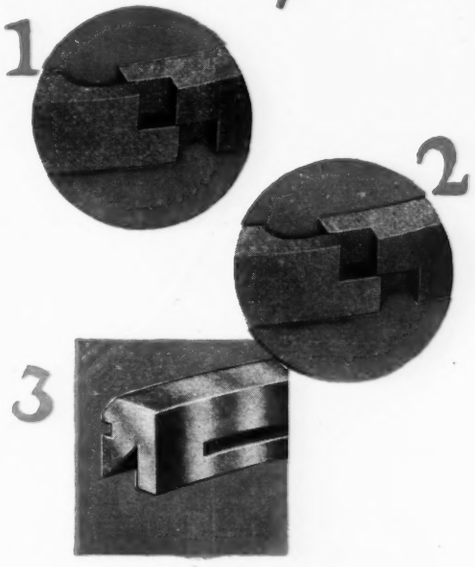
Making money with piston rings these days requires just a little salesmanship.

When a car-owner comes to you for advice, he is **sold on you** as a reliable mechanic and will take your word. What you say GOES!

If a car needs new rings, is a six-cylinder job and you install ordinary rings, your profit is only $1.80. On the other hand, if you spend a few minutes pointing out the advantages of the Gill Combination of rings, **you make $3.20.**

Isn't it better to spend your time SELLING rather than lying on your back under a car?

If this line of reasoning sounds good to you, send us your name and address for our latest booklet "Dealer and Garage Man's Handbook on Piston Ring Selling." At the same time we will send you the Gill Wall-Chart of Piston Ring sizes. Invaluable to you. It's free. The Gill Manufacturing Co., manufacturers of Gill Pistons, Gill Rings, Gill Pins, 8300 So. Chicago Ave., Chicago, Ill.

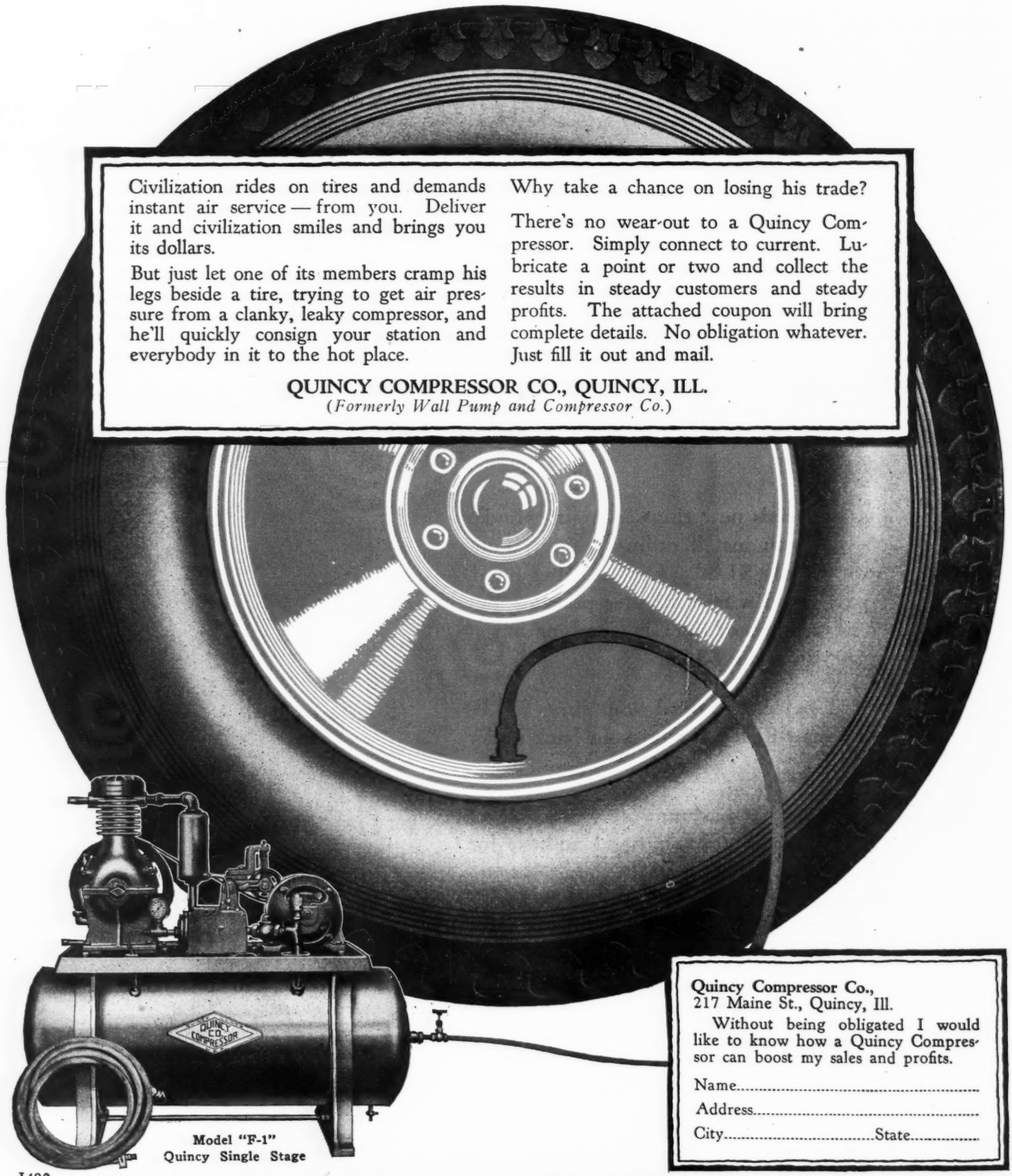


The Economy Oil Ring.

TWENTY MINUTES with this little booklet will show you the knack of selling piston rings. Everybody's reading it. Send for yours. It's free.

The Gill Combination

More Air Service Per Dollar



Civilization rides on tires and demands instant air service — from you. Deliver it and civilization smiles and brings you its dollars.

But just let one of its members cramp his legs beside a tire, trying to get air pressure from a clanky, leaky compressor, and he'll quickly consign your station and everybody in it to the hot place.

Why take a chance on losing his trade?

There's no wear-out to a Quincy Compressor. Simply connect to current. Lubricate a point or two and collect the results in steady customers and steady profits. The attached coupon will bring complete details. No obligation whatever. Just fill it out and mail.

QUINCY COMPRESSOR CO., QUINCY, ILL.
(Formerly Wall Pump and Compressor Co.)

Model "F-1"
Quincy Single Stage

Quincy Compressor Co.,
217 Maine St., Quincy, Ill.

Without being obligated I would like to know how a Quincy Compressor can boost my sales and profits.

Name.....

Address.....

City.....State.....

J482

QUINCY COMPRESSOR CO.

Quincy QUINCY ILLINOIS QUINCY CO. COMPRESSOR U.S.A. **Illinois**

TUTHILL TITANIC

ALLOY STEEL SPRINGS

THE STANDARD OF QUALITY

Nine Broken Springs in Twelve Months Then He Bought TITANICS!

Tuthill Spring Co.,
Chicago, Ill.

Gentlemen:

"I am more than pleased with the performance of TITANIC springs to date. They were put on my Dodge truck last March and since then we have had no spring trouble. Prior to this I purchased nine springs for this truck in twelve months."

(Signed) C. W. Huber,
Crown Point Oil Co.,
Crown Point, Ind.

Every day Tuthill Titanics are making customer-friends like Mr. Huber. And those customers will help make your spring business profitable—they will boost your service to their friends and before long you will build a reputation for Dependable Spring Service. That kind of business really pays.

When you sell Tuthill Titanics to your customers you know that you are equipping them with the finest springs money can buy. The finest steel and skill are put into Titanics and that hump-center is guaranteed FOREVER against breakage.

36 HOUR SERVICE

When you are in a hurry for a replacement spring and your jobber cannot fill your order, wire us direct. Our SPECIAL SERVICE PLANT—a separate and complete unit—can make and ship ANY SIZE SPRING for ANY CAR, TRUCK or BUS in 36 HOURS.

TITANICS FOR FORDS

Easy riding and built to stand a world of abuse. Titanic front springs for Fords are guaranteed FOREVER against center breakage. You see, there's no center-bolt hole or nib to hold the leaves in place—instead there is a gradual hump which doesn't rupture the steel, yet it keeps the leaves correctly aligned. Try them on your next Ford job.

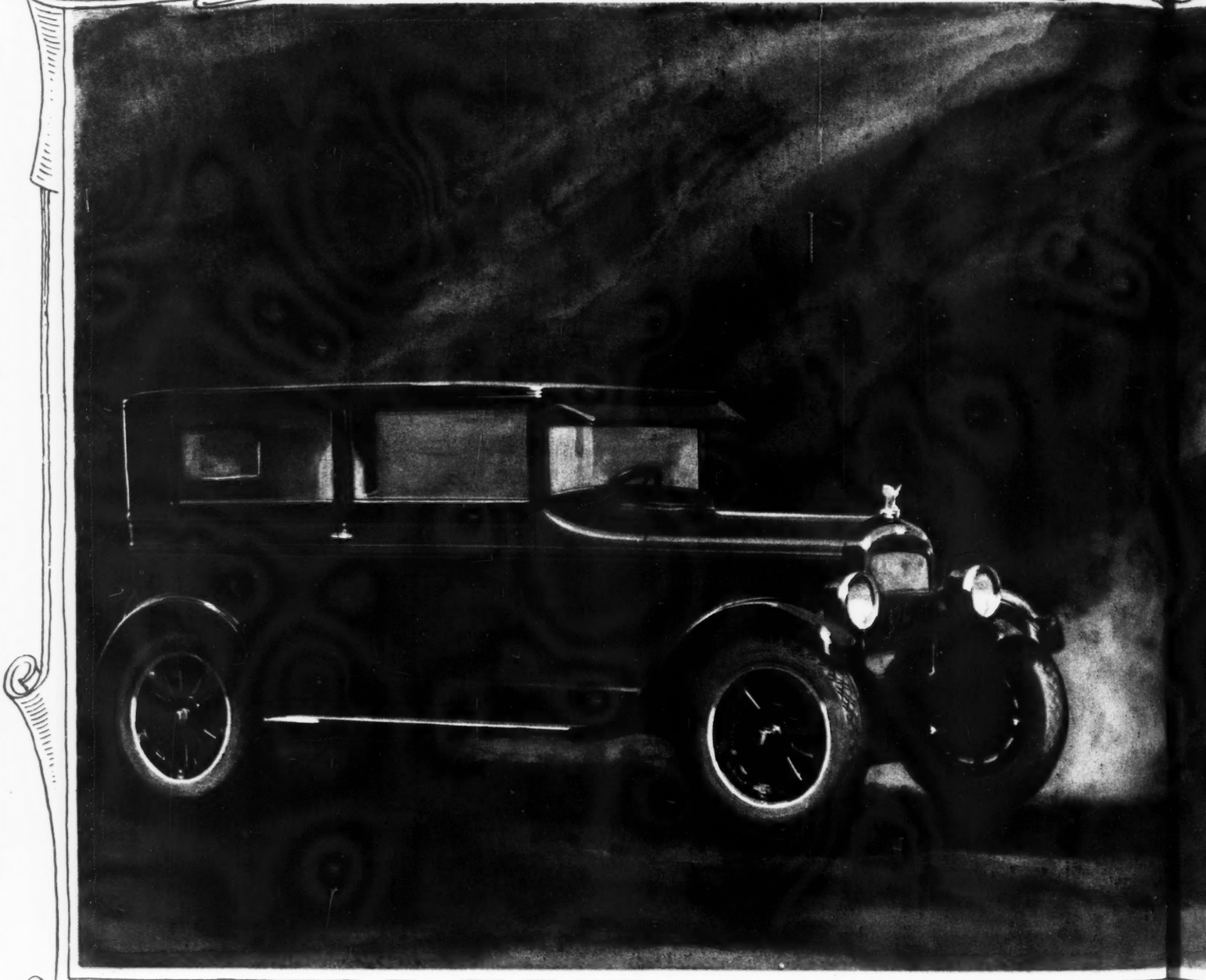
TUTHILL SERVICE STATION PLAN

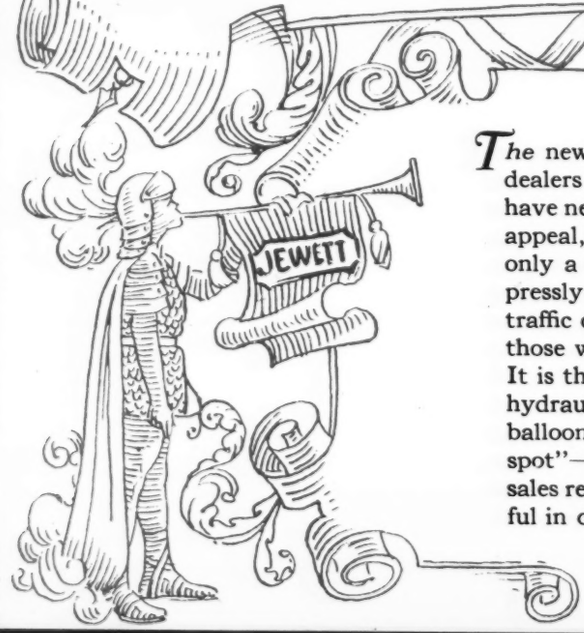
The finest co-operation is offered under the Tuthill Service Station Plan. It is designed to help you increase your spring business. Write us today—we'll be glad to explain it to you.

TUTHILL SPRING CO.

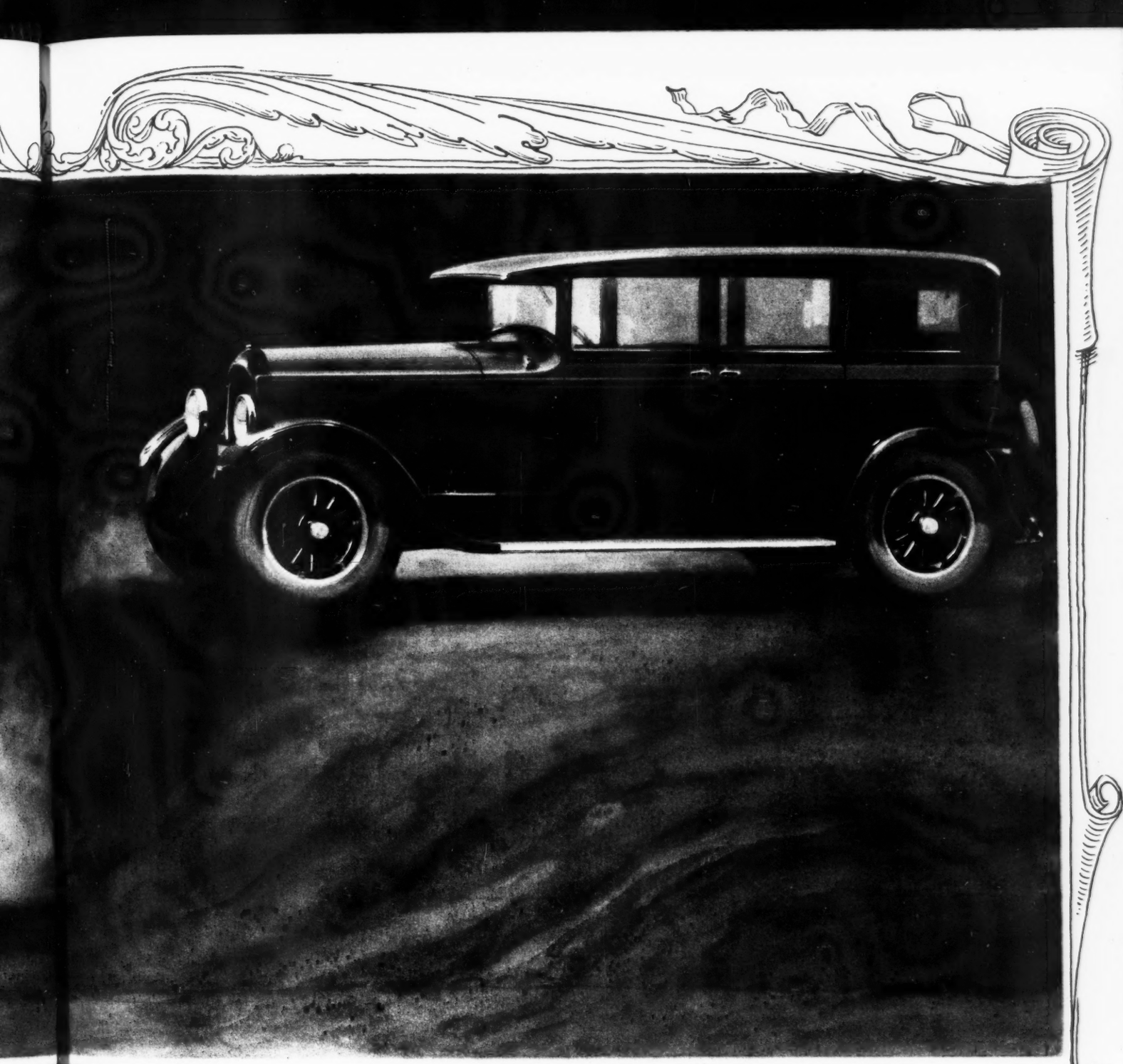
760 Polk St. (Dept. 179) **Chicago, Ill.**


There's a New Jewett Six Sedan at $995
There's a New Paige Sedan at $1495





The new low price of this New-Day Jewett Sedan alone insures for Jewett dealers opportunities for volume business and volume profits such as they have never enjoyed before. But price is not the only appeal, nor the primary appeal, of this remarkable new car. For the New-Day Jewett Sedan is not only a new motor car, but an entirely *new type* of motor car. Built expressly to meet and master the trying and exacting demands of new-day traffic conditions—this car will find an immediate and eager market among those who have long wanted and long awaited a truly superfine small car. It is the easiest car to drive, and the safest, on the market today. Paige-hydraulic 4-Wheel Brakes, unbelievably swift acceleration, power to spare, balloon-tired comfort, an almost complete elimination of the deadly "blind-spot"—these are but a few of the features that are certain to establish new sales records for those fortunate dealers everywhere who own, or are successful in obtaining, the Paige-Jewett franchise.



Following in the brilliant succession of fine motor cars that for 17 years have proudly borne the mark of Paige—this Newest Paige is an even finer, smarter, more enduring car than its illustrious predecessors. Splendidly built and superbly equipped—engineered and manufactured according to the highest standards of Paige manufacture—embellished with every desirable attribute for the comfort and convenience of its passengers—and yet priced at the lowest figure ever placed upon the quality Paige car—this latest Paige offers opportunities for immediate profit and permanent business success not to be found in any other motor car franchise anywhere. Think of it! A Paige—of traditional Paige quality and Paige beauty for only $1495—nearly a thousand dollars lower than last year's Paige! Paige dealers have uniformly made money for 17 years—and this year there is simply no limit to the possibilities for profit in store for them.

One New Year

FOLLOWING 17 SUCCESSFUL AND HIGHLY PROFITABLE YEARS, BRINGS—

Two New Cars

TO A LINE ENJOYING ONE OF THE FINEST REPUTATIONS IN THE INDUSTRY, AND—

Many New Opportunities

FOR PROGRESSIVE DEALERS OF THE RIGHT TYPE TO BUILD PERMANENT AND PROFITABLE BUSINESSES.

THE right kind of motor car dealer is interested in two things: his reputation, and his bank book. He wants to make all the money that he can—building, meanwhile, for permanent business success.

This kind of dealer will be keenly interested in the Paige-Jewett franchise. And this is the kind of dealer that Paige-Jewett wants to add to its large and successful dealer organization.

It is difficult to imagine a line of motor cars that could offer greater opportunities for immediate profit and permanent business success than the Paige-Jewett line for 1926.

The New Paige—embodying all of Paige's traditional beauty and quality and yet selling for nearly a thousand dollars less than last year's Paige—and the New-Day Jewett Sedan selling at $995, enable Paige-Jewett dealers to reach the widest and most profitable market in the entire industry.

Every motor car buyer who will spend from $750 to $2,500 for his next car, is going to investigate one of the Paige-Jewett cars before making his investment. And because in their separate fields, these two cars actually represent dollar-for-dollar values without equal elsewhere, Paige-Jewett dealers are going to be in better position—during 1926—to make money and establish sound and permanent businesses than ever before. And Paige-Jewett dealers have uniformly made money for 17 years!

Because of the greatly widened field to which the new Paige and Jewett cars will appeal, there will be room in the Paige-Jewett dealer organization for more dealers of the Paige-Jewett type. Sign and mail the attached coupon and we will immediately send you information concerning your territory.

Paige-Jewett list prices follow: Jewett Standard Sedan, $995; De Luxe Sedan, $1095; De Luxe Touring, $1095; Paige Standard Sedan, $1495; De Luxe Sedan, $1670; De Luxe Seven Passenger Sedan, $1995. All Paige and Jewett prices are f. o. b. Detroit, war tax extra.

PAIGE-DETROIT MOTOR CAR CO.,
Detroit, Michigan.

Gentlemen:

Without obligation, you may send me information about the Paige-Jewett franchise.

Name.....

Address.....

Better than Ever for 1926

Gemco SHOCK ABSORBER

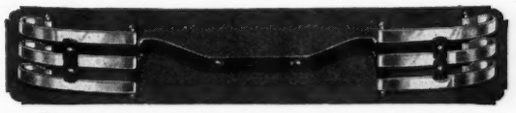
Real proportionate control. Sealed tight, mud and ice-proof, no servicing.

Gemco Para-Mount with looped ends

Gemco Para-Mount Wings, Adjustable

Gemco Para-Shield, with back spring bar

Gemco Para-Mount Giant, with looped ends

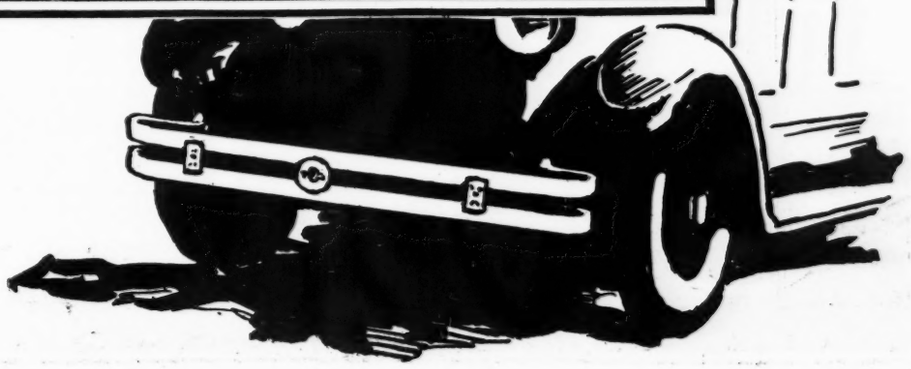


Gemco Para-Mount Giant, wings adjustable

—and several other models
Write for catalog and sales plan.

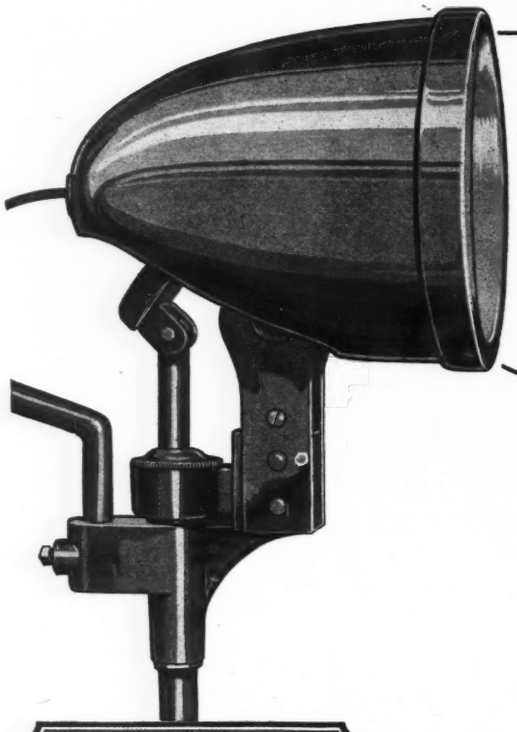
GEMCO MFG. COMPANY
760 So. Pierce Street Milwaukee, Wis.

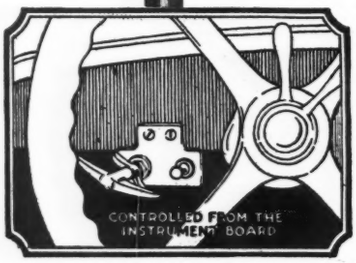
Gemco BUMPERS



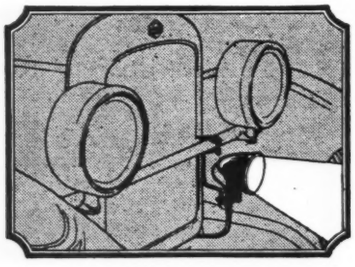
The Walden

Promises a Bright Selling Opportunity for Dealers in 1926

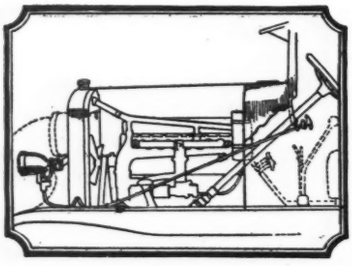




Operates from the Instrument Board



Installed Between the Head Lamps



Easy To Put On

The Walden Pats. applied for Fore-Lite Chicago, U.S.A. Trade Mark Reg. U.S. Pat. Off.

$18.50

See Us at the New York and Chicago Shows

In New York: Space C-101 In Chicago: Space 141

The Walden Company

Fore-Lite

$230,000,000

Were Spent for Automotive Accessories in 1925

—and more than that will go, principally for the most popular accessories in 1926. That is why, at the first opportunity of the year we are calling your attention to the Walden Fore-Lite, because—

The Walden Fore-Lite Sells

Of all the reasons for handling an automotive accessory, THE FACT THAT IT SELLS, COMES FIRST. The Walden Fore-Lite always has sold—ever since the week after the first advertisement announcing it—and more than that, it has sold in greater quantities every month from then until now.

That's important to dealers, and to jobbers, too. It proves the demand for a light like the Walden, that goes where it's needed and actually lights the road without glare.

It's simple to install the Walden Fore-Lite. It looks well on any car. Its fittings are practically universal. There is only one model. Overhead is low, and the profit is liberal.

We can elaborate on these points, and on some others—to your advantage, if you drop us a line. And always remember first of all, that the WALDEN FORE-LITE SELLS.

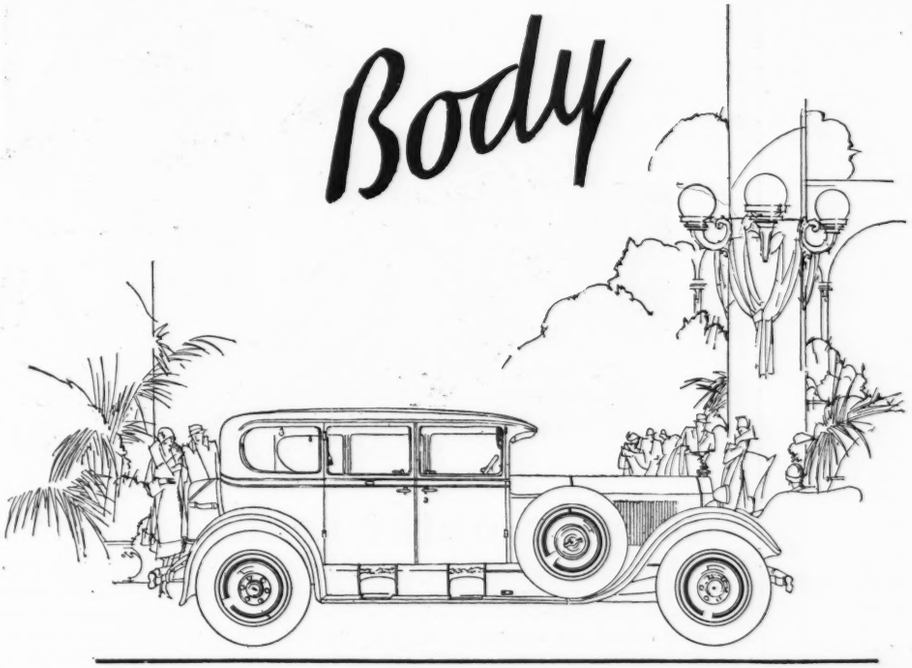
1114 South Michigan Ave., Chicago, Ill.


Four Coupster
$610.
F.O.B. Lansing
IMPROVED
Star Four
More Power
and
Superior Quality
STAR Cars—Fours and Sixes—now offer the utmost in mechanical efficiency and artistic lines and finish obtainable in the low-priced market.
30 Brake Horsepower in the Four and 40 in the Six yield hill-climbing supremacy and quickest response.
Hayes-Hunt Bodies give style, distinction and high-priced car comfort and durability.
Prices and operating costs are so low as to ensure lasting economy in transportation.
Low-cost Transportation
Star Cars
Built by Durant Motors
Prices, f. o. b. Lansing, Mich.
STAR SIX
Touring $695
Coupster $745
Coupe $820
STAR FOUR
Com. Chassis $425
Roadster $525
Touring $525
STAR FOUR
Coupster $610
Coach $695
Sedan $805
DURANT MOTORS, Inc.
250 West 57th Street, New York
General Sales Dept.
1819 BROADWAY
Six Coach
$880.
F.O.B. Lansing
The New Star Six

At the Shows . . .

The entire industry is talking about the trend toward the

BUDD ALL-STEEL *Body*



THE eyes of the automotive world watch. The trend toward the all-steel body is significant. It is the story over again of ships, bridges, buildings, railway coaches. They once were wood. They now are steel.

Progress demanded it. The all-steel body was inevitable. It means strength. It means permanence. It means economy.

It brings safety, full vision, lower depreciation, freedom from rattles, decreased weight, removable upholstery, refinement in body lines.

Another milestone in automobile progress is reached. The eyes of the automotive world watch. The trend toward the all-steel body is significant.

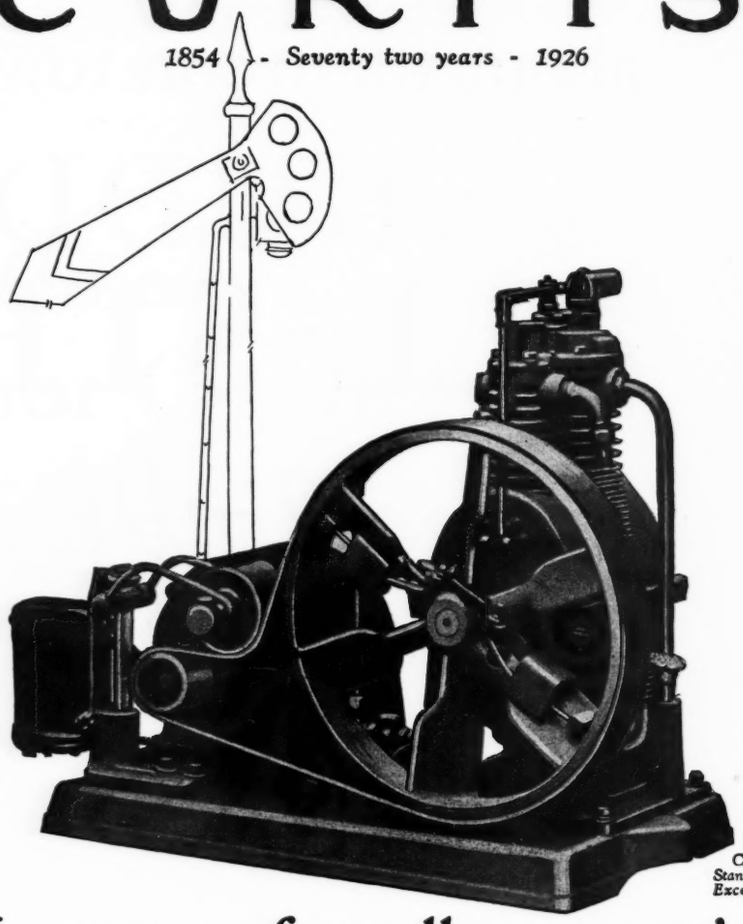
EDWARD G. BUDD MANUFACTURING COMPANY

Philadelphia and Detroit

AT THE NEW YORK SHOW IN SPACE B 135-136

CURTIS

1854 - Seventy two years - 1926



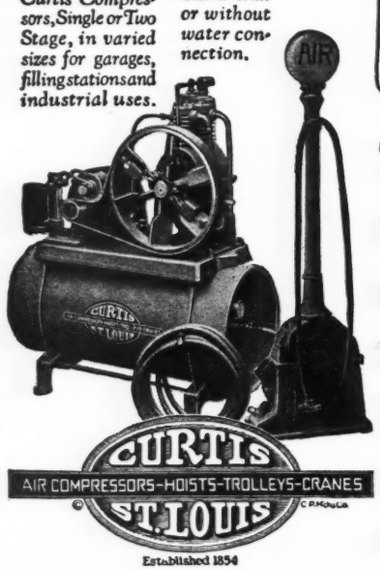
Curtis Standards of Excellence.

Is your outfit really automatic?

Protection in starting and stopping against starting strains in an automatic compressor is something that every manufacturer must provide to prevent burnt out motors. But the important point is *how*. As the whole purpose of such protection is to let the motor get to speed before it assumes work, it is obvious that the method of protection should be in exact relation to the speed of the motor, and positively automatic under all conditions. That is what Curtis accomplishes by its Patented Centrifugal Unloader, consisting of a compression control release, operated by a speed governor built in the fly wheel. If the motor slows down or stops for any reason whatever, the Curtis unfailingly unloads the Compressor so that when it starts again it will not start against tank pressure, thus protecting the motor, belt and compressor from any possible damage, due to starting strains.

Curtis Compressors, Single or Two Stage, in varied sizes for garages, filling stations and industrial uses.

Curtis Air Stand with or without water connection.



There are two ways to determine the worth of any Compressor—by using it or seeing it made. Anyone who ever makes a trip through Curtis' 17½ acre plant will never question what Compressor to buy.

CURTIS Pneumatic Machinery Co.
1527 Kienlen Ave., ST. LOUIS, MO.
Branch Office: 580-H Hudson Terminal, New York

Gentlemen—Please send me full details on Curtis Air Compressor, your proposition and prices

Name.....

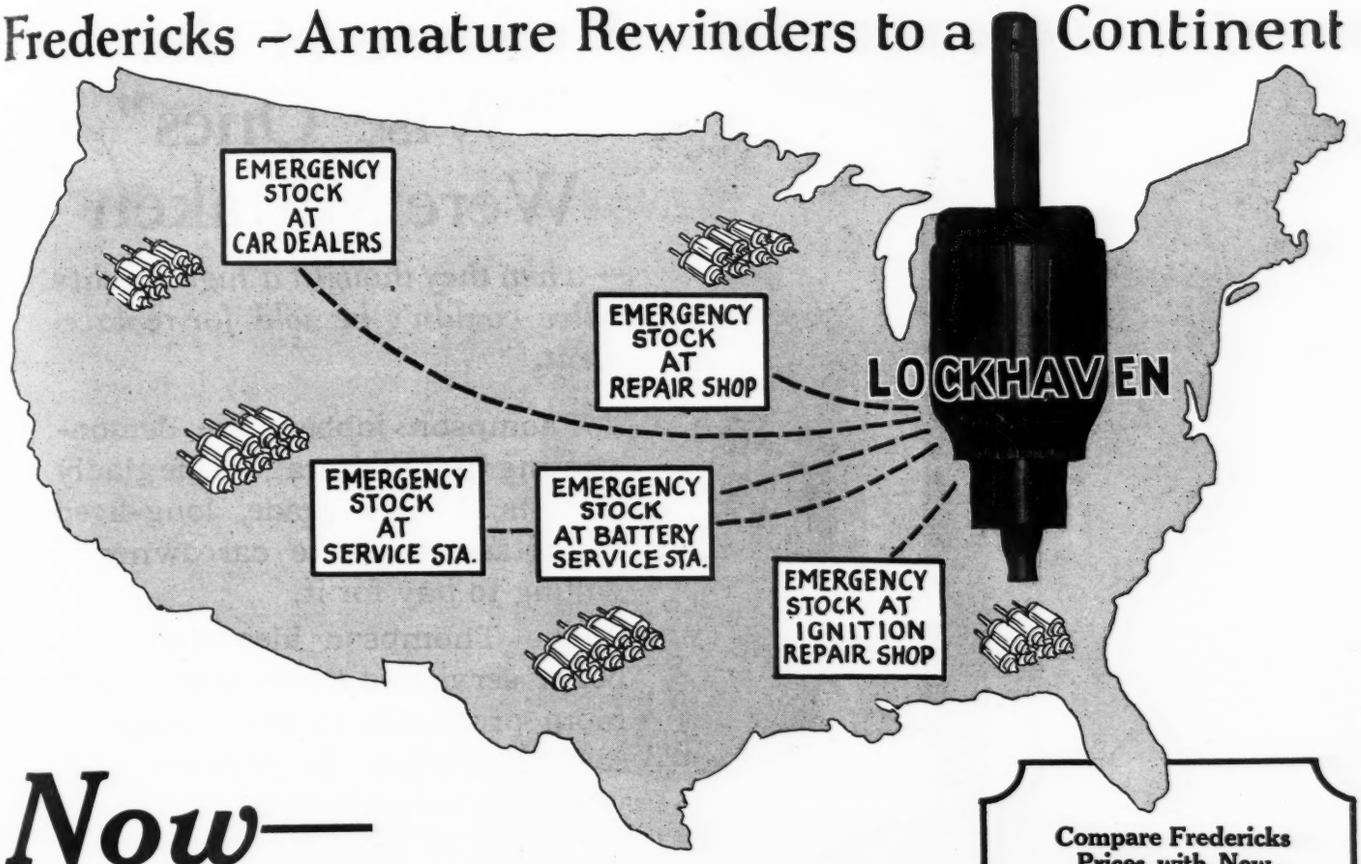
Address.....

Jobber's Name.....

Address.....

(Ask about Curtis Air Mist Car Washing System)

Fredericks—Armature Rewinders to a Continent



Now— for Emergency

Car Dealers, Battery Service Stations, Ignition Repair Shops, General Repair Shops, Carrying Fredericks Rewinds IN STOCK!

NOW there is a new way—and a better way—of handling Fredericks rewinds. Every car dealer, every battery service station, every ignition and general repair shop can profit by. It is simply this: Instead of waiting for a Fredericks Rewind to come from us, carry a few of the most called for sizes in stock for emergencies and **instant** exchange service. Return the burned-out cores as you accumulate them letting us replace them—in this way automatically keep up your emergency stock. This new method does two things—saves your time and gives you a L-O-N-G-E-R discount.

There's not an automotive man in any part of the country who can't realize doubled armature profits by handling Fredericks Rewinds. Fredericks services the continent. You pay from $1.50 to $10.00 less for an **equal to new** Fredericks Rewind, getting the same guarantee that is given with a new armature. You set your own selling price.

The trade everywhere is waking up to these facts. Over a thousand armatures from every state in the union are now being rewound weekly in the big Fredericks plant at Lock Haven.

Get the facts from us. Fill in and mail the convenient coupon now.

Compare Fredericks Prices with New

Ford Armature, List $4.00
Fredericks Rewind with new armature guarantee $1.50

All Other Makes of Armatures in Proportion

New Ford Starter Armature, List Price . $5.00
New Ford Generator Armature, List Price $4.50
Fredericks Rewind on either with NEW ARMATURE GUARANTEE $1.50

Prices on all other makes of Armatures in Proportion!

FREDERICKS REWINDS

The H. M. Fredericks Co.,
Lock Haven, Pa.
Gentlemen:
Send me full information on Fredericks Rewinds—prices, discounts, guarantee and service data. I am a .....

Name .....
Address .....

(Inquiries and customer names held in strictest confidence)

Some of the "Wise Ones" Were Mistaken

—when they thought a high-quality valve couldn't be sold for replacement.

Thompson jobbers are demonstrating that the garage trade gladly accepts a high-grade, long-lived valve; and that the car owner is willing to pay for it.

The Thompson idea that it is better service to the customer and more profitable to the garage or service station to *replace* old, worn-out valves instead of regrinding them to a feather edge is becoming established as *the best trade practice*. Jobbers and garages who were only half convinced of this a year ago tell us they are thoroughly satisfied now—from the figures showing the increase in their volume and profit.

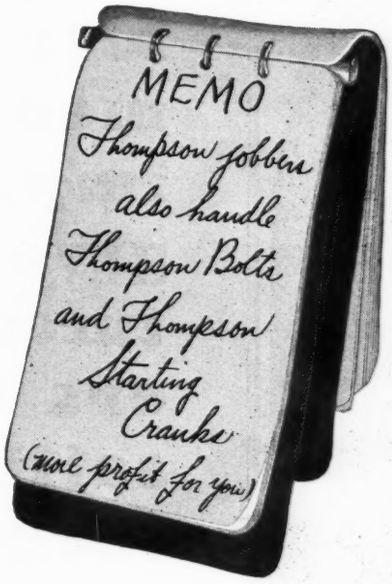
Tell your customers that Thompson Valves don't burn up, break or wear out like ordinary valves, last longer and need less regrinding, and they'll willingly send the old ones to the scrap heap.

Thompson Valves are furnished to the replacement trade by leading jobbers, and are identical with the Thompson Valves used as original equipment by over sixty of the best known makers of airplanes, automobiles, trucks, tractors and motorcycles.

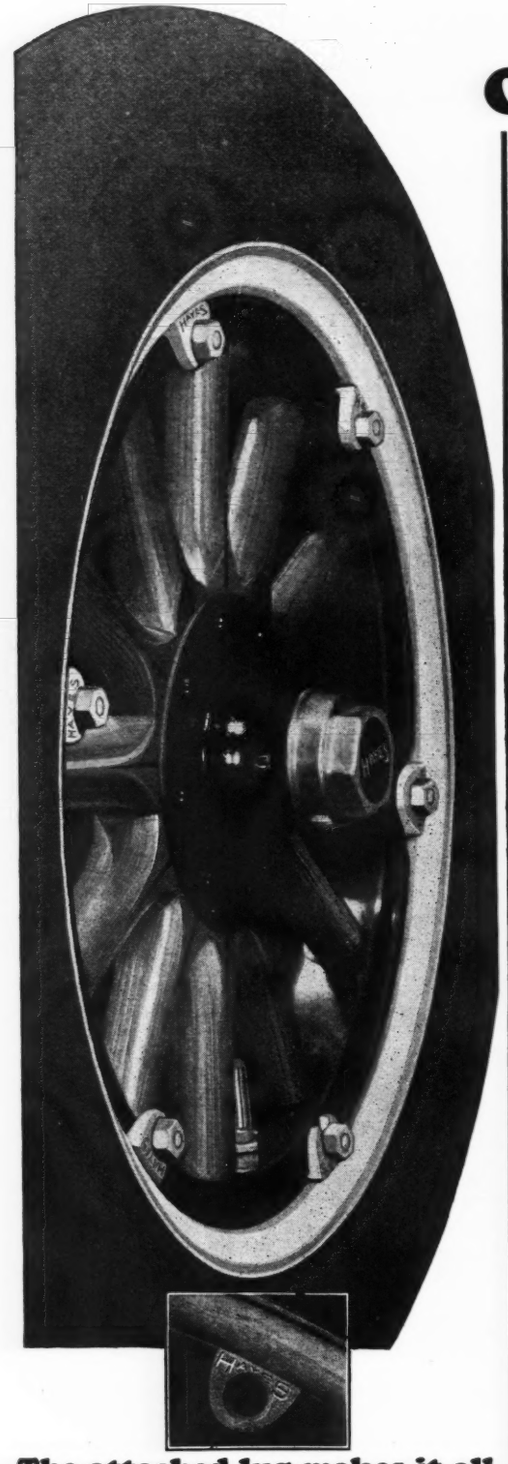
THOMPSON PRODUCTS INC., CLEVELAND

Also Manufacturers of King Bolts, Tie-Rod Bolts, Spring Bolts, Bushings, Tappets and Starting Cranks

EXPORT DEPARTMENT:
130 West 42nd St., New York, U. S. A.
Cable Address: "THOMPRO—NEW YORK"



Thompson
Silcrome Valves



The attached lug makes it all the more apparent that the "loose lug is behind the times"

Only

Hayes Wheels offer attached lug rim improvements. These improvements give manufacturers and dealers exclusive selling points such as: Elimination of rim squeaks—distribution of driving strain—saving of time in tire changes—saving of money in lessened tire wear—saving of service expenditure.

HAYES WHEEL COMPANY, *Manufacturers,* Jackson, Michigan

Factories: Jackson, Albion, Flint, St. Johns, Mich.; Anderson, Ind.; Nashville, Tenn.
Canadian Plants: Chatham and Merriton, Ont. Export Office: 30 Water St., New York City

HAYES WHEELS

WITH ATTACHED LUG RIMS ~ STANDARDIZED IN WOOD, WIRE AND DISC

DISPLAY YOUR CARS IN PARAMOUNT FASHION

Throngs of motor car enthusiasts will soon gather at the coliseums and buildings generally used for auto shows, to study and consider the recent developments of the industry. There, cars will be displayed in paramount fashion, in an environment of palatial elegance.

When these throngs disperse and return to their respective localities many will consider the purchase of new cars. Price and make will have some influence on sales but the manner in which you present your models is of equal importance. KAWNEER MOTOR SALES WINDOWS are assisting hundreds of dealers to present their models in "Automobile Show" fashion. They can do as much for you.

Kawneer
SOLID COPPER
STORE FRONTS

AUTOMOTIVE DEALERS WHO PLAN TO REMODEL THEIR WINDOWS OR ERECT NEW BUILDINGS SHOULD SEND FOR THIS BOOK ➡

The KAWNEER Company
3224 Front St.,
Niles, Mich.

Send book of designs featuring motor sales windows.

Name .....

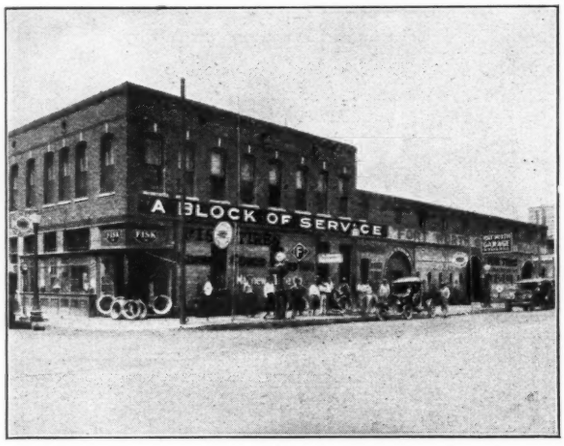
Street .....

City..... State.....

Fisks Exclusively

That's the secret these dealers give for their remarkable records.

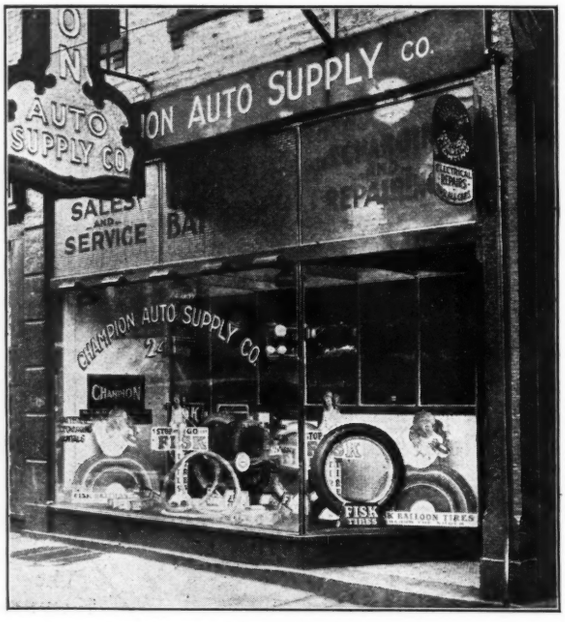
KANSAS



In May, 1925, this merchant decided to change his line of tires and after investigating decided on Fisk. In seven months he bought $22,000 worth of tires and is pushing Fisk exclusively.

He expects his volume for 1926 to be about $75,000.

OHIO



This Ohio dealer handles Fisk Tires exclusively. Last year this account did about $3,000 worth of business and this year's volume is estimated at about $15,000.

This dealer claims that equipment business has built up his demand for Fisk Tires.

Follow the Fisk

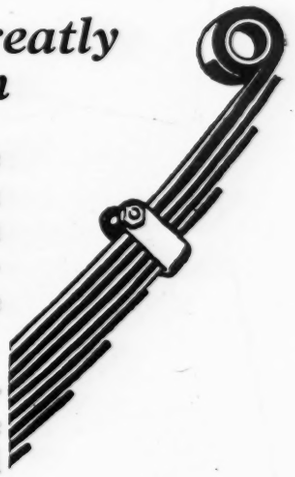
Boy in 1926

Time to Re-tire
Get a FISK

TRADE MARK REG. U. S. PAT. OFF

Two great Spring Companies combine—giving EATON unquestioned spring-making leadership

Distributors and Dealers will profit greatly because of this new consolidation



DISTRIBUTORS and dealers who have handled Perfection Springs or American Springs can prepare for bigger profits than ever. They are now a part of the largest organization in the world producing automobile leaf springs for replacement purposes.

All the fine advantages of both springs will be retained, of course, and constant effort to improve these products is in the hands of the combined engineering staff of this splendid organization.

Greatly increased facilities for distribution mean that no matter where you are, there is now almost sure to be an ample stock of Eaton Springs nearby. You never need let any spring replacement business get away from you in the future.

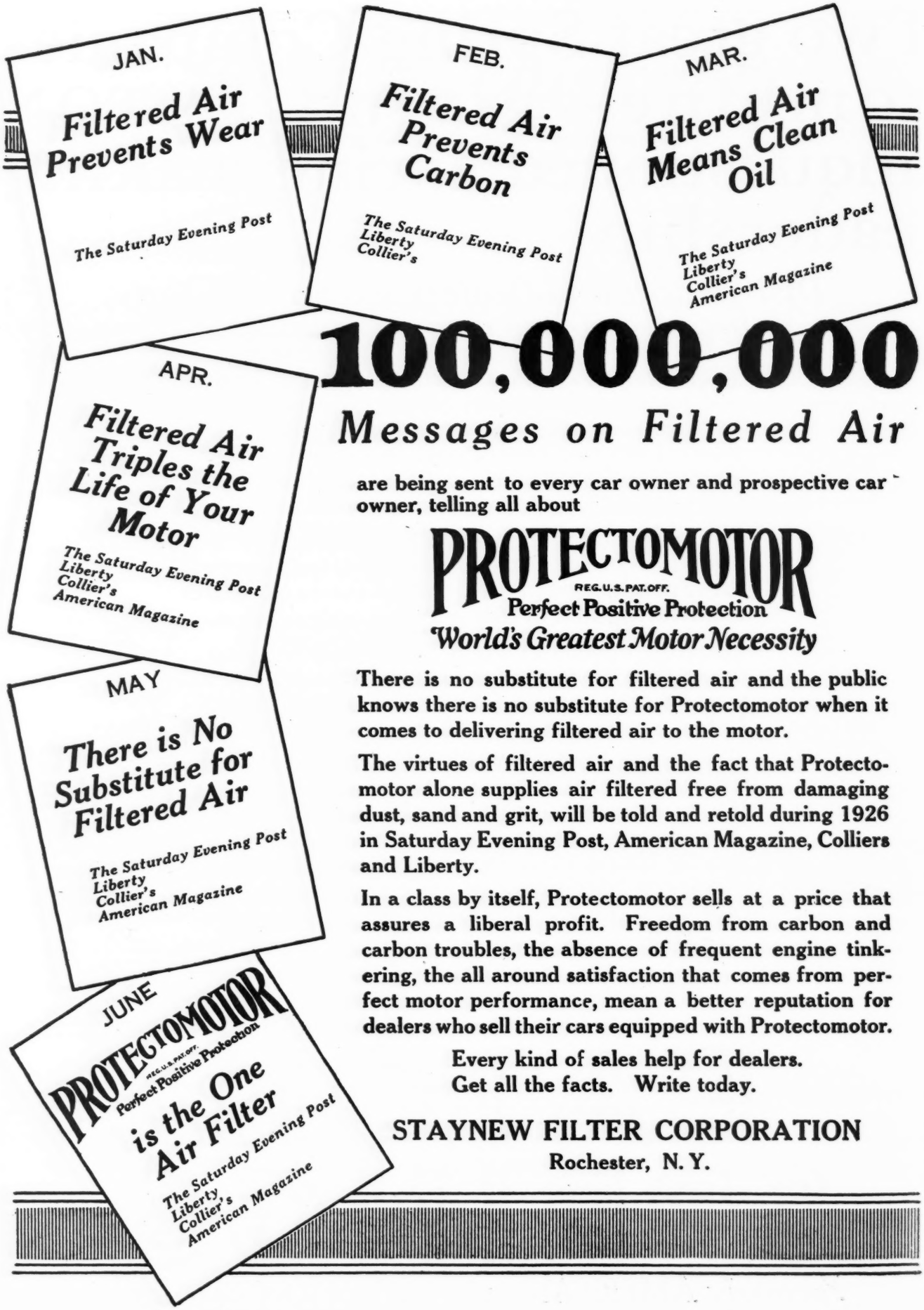
If you are not already lined up with Eaton Springs, don't wait another day. Call the nearby Eaton distributor or write us direct and learn how you can take immediate advantage of this remarkable profit opportunity.

THE EATON BUMPER & SPRING SERVICE CO.
Cleveland, Ohio

Eaton Springs are made to engineering specifications for every motor vehicle. The Eaton organization also produces the famous Eaton Axles and Eaton Bumpers.

EATON SPRINGS

Formerly AMERICAN *and* PERFECTION *Springs*



100,000,000

Messages on Filtered Air

are being sent to every car owner and prospective car owner, telling all about

PROTECTOMOTOR

REG. U.S. PAT. OFF.

Perfect Positive Protection

"World's Greatest Motor Necessity"

There is no substitute for filtered air and the public knows there is no substitute for Protectomotor when it comes to delivering filtered air to the motor.

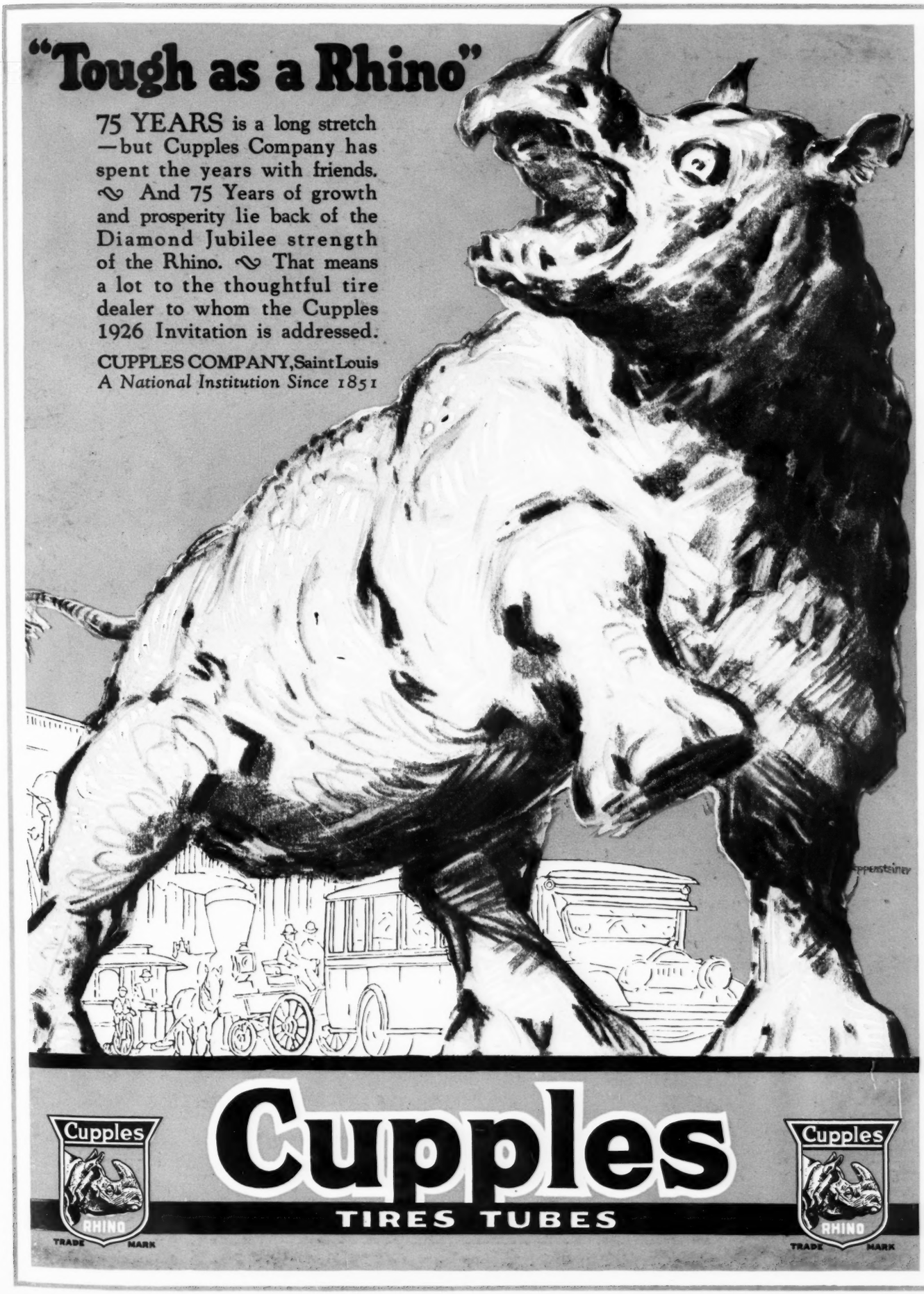
The virtues of filtered air and the fact that Protectomotor alone supplies air filtered free from damaging dust, sand and grit, will be told and retold during 1926 in Saturday Evening Post, American Magazine, Colliers and Liberty.

In a class by itself, Protectomotor sells at a price that assures a liberal profit. Freedom from carbon and carbon troubles, the absence of frequent engine tinkering, the all around satisfaction that comes from perfect motor performance, mean a better reputation for dealers who sell their cars equipped with Protectomotor.

Every kind of sales help for dealers.
Get all the facts. Write today.

STAYNEW FILTER CORPORATION

Rochester, N. Y.


"Tough as a Rhino"
75 YEARS is a long stretch —but Cupples Company has spent the years with friends. And 75 Years of growth and prosperity lie back of the Diamond Jubilee strength of the Rhino. That means a lot to the thoughtful tire dealer to whom the Cupples 1926 Invitation is addressed.
CUPPLES COMPANY, Saint Louis
A National Institution Since 1851
Cupples
RHINO
TRADE MARK
Cupples
TIRES TUBES
Cupples
RHINO
TRADE MARK

1851-1926
You Are Invited—

YOU are invited to fill an important place in a Diamond Jubilee Year—the first, we believe, to be celebrated by any institution now in the rubber industry. ∿ A Cupples Jubilee Balloon has been built to mark it. It offers a comfort and mileage celebration to the motorist—a business building opportunity to the dealer. ∿ Replenish your stock with Cupples Cords! The business year of 1926 is a Cupples Dealer Year of Celebration. We want a permanent connection—mutually profitable—with the soundest dealer in your town. In receiving your letter requesting full information—we hope we will have heard from him.

OVER-SIZE CORDS ∿ EXTRA HEAVY CORDS
BALLOON CORDS ∿ INNER TUBES

THE aggressive tire dealer will find the Nationally Advertised Cupples Product, Cupples Profits, and Cupples Policies as satisfactory and as well designed for permanent growth as they have proved to other responsible merchants throughout three-quarters of a century.

Write Us Today! CUPPLES COMPANY, Saint Louis
A National Institution Since 1851

Cupples
RHINO
TRADE MARK

Cupples
TIRES TUBES

Cupples
RHINO
TRADE MARK

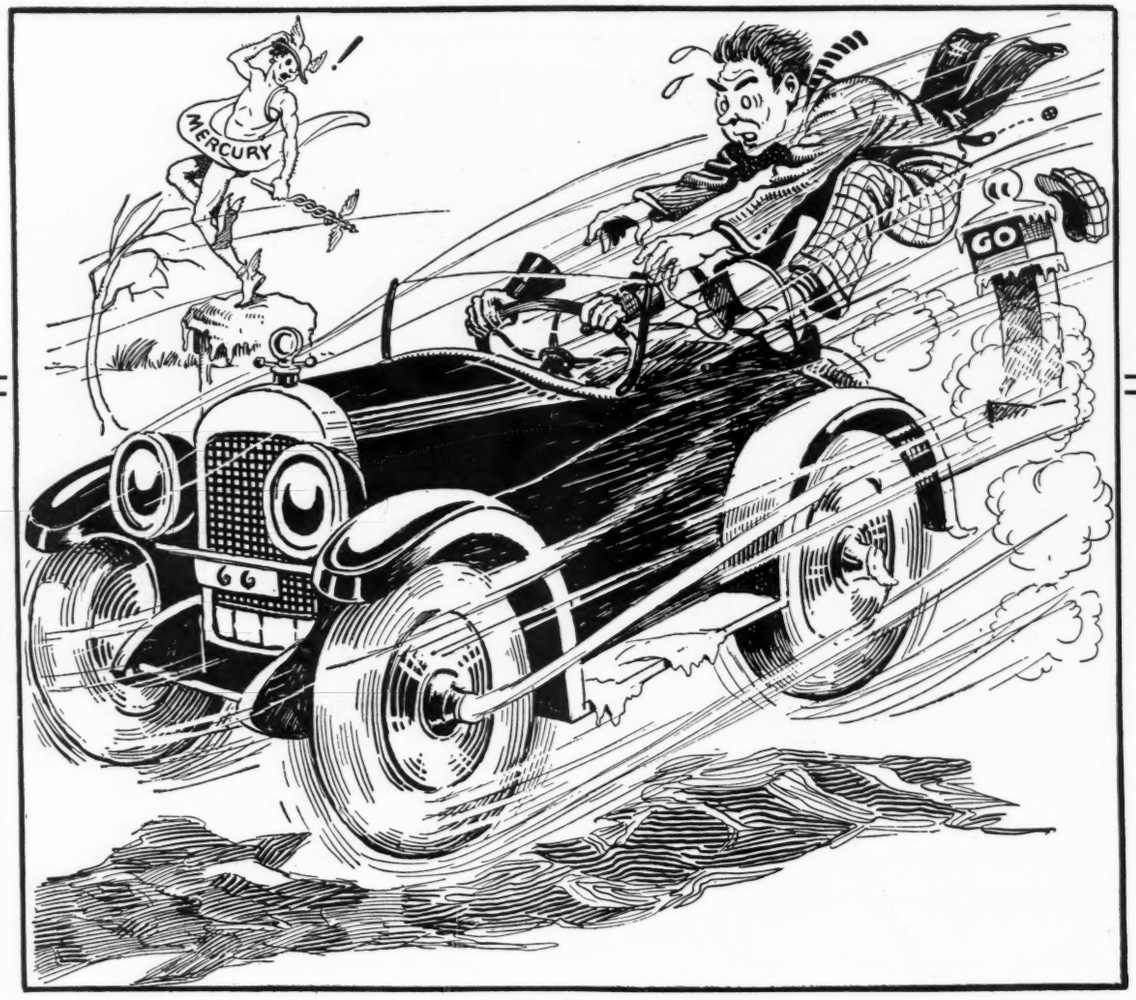
A Simplified
Electric Windshield Wiper

Retailing for

$4.50

Quick, simple installation for all cars, including the new enclosed Fords and cars using the Fisher type, one-piece windshield. Operates from the storage battery, using less than one ampere — hardly as much as a tail light. A simple tandem attachment costing but $1.50 additional is practical and popular.

Guaranteed to the limit by the Owen-Dyneto Corporation, Syracuse, New York, manufacturers for many years of high quality electrical equipment for America's fine cars.



You want to be half way down the block before the other fellow gets into second.

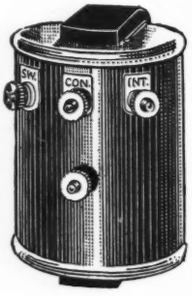
It isn't good to be left behind. When someone else wins out on the getaway, you wonder what's the matter.

And in the morning when you step on the starter and it grinds over and over and over, with the engine as dead as King Tut—then,

The odds are 10 to 1 that the simple operation of replacing your old spark coil with a Primax will give that car of yours a new lease of life, will turn the tables completely and make the other fellow eat *your* dust.

Those who sell Primax Ignition have found a brand new field of winter profits.

Primax appeals to the car owner who insists on power, speed, pick-up and ease of starting—to the class of trade you really want to get.



THORDARSON PRIMAX IGNITION

Satisfaction Guaranteed by Thordarson for the life of each car it is put on.

mail it now!

THORDARSON ELECTRIC MANUFACTURING CO.

Transformer specialists since 1895

WORLD'S OLDEST AND LARGEST EXCLUSIVE TRANSFORMER MAKERS

Chicago, U.S.A.

Send complete sales information on Thordarson Primax Ignition Transformers, samples of advertising literature and selling features.

Firm .....

City ..... **State** ..... A 1

See the OPEX Exhibit at the New York and Chicago Shows

The Opex booth will occupy spaces C-81 and C-82 at the Grand Central Palace, January 9th to 16th and spaces 143 and 144 at the Chicago Coliseum, January 30th to February 6th.

LACQUERS OPEX ENAMELS

What Will Govern the Automobile Business From Now on?

Read what the president of the Jordan Motor Car Company says about it.

"WHERE DO WE GO FROM HERE?
By EDWARD S. JORDAN
President, Jordan Motor Car Co.
©*Finance & Industry*

If anyone asks about the quantity of production which will be maintained in the industry in years to come, the answer is very simple. The number of cars produced will exactly equal the number of second hand cars that can be merchandised at a profit by the dealers."

Call it the tail wagging the dog if you like, but don't ignore it.

Anything—anything that will stimulate—or, rather, *energize* your sale of used cars and make it more profitable surely is worth considering!

OPEX *The Perfected Lacquer*

Put in an Opex booth—it takes only a small space and very moderate investment. Opex your used cars with the perfected lacquer finish and have the name about town of selling the most beautiful used cars on the market.

Sherwin-Williams Opex—quick drying, produced in 37 popular automobile colors—is a boon to any automobile business.

We invite you to write for our proposition—sent promptly without obligation. We make no charge for helping you get your Opex service smoothly under way. Cut out the coupon and send it today.

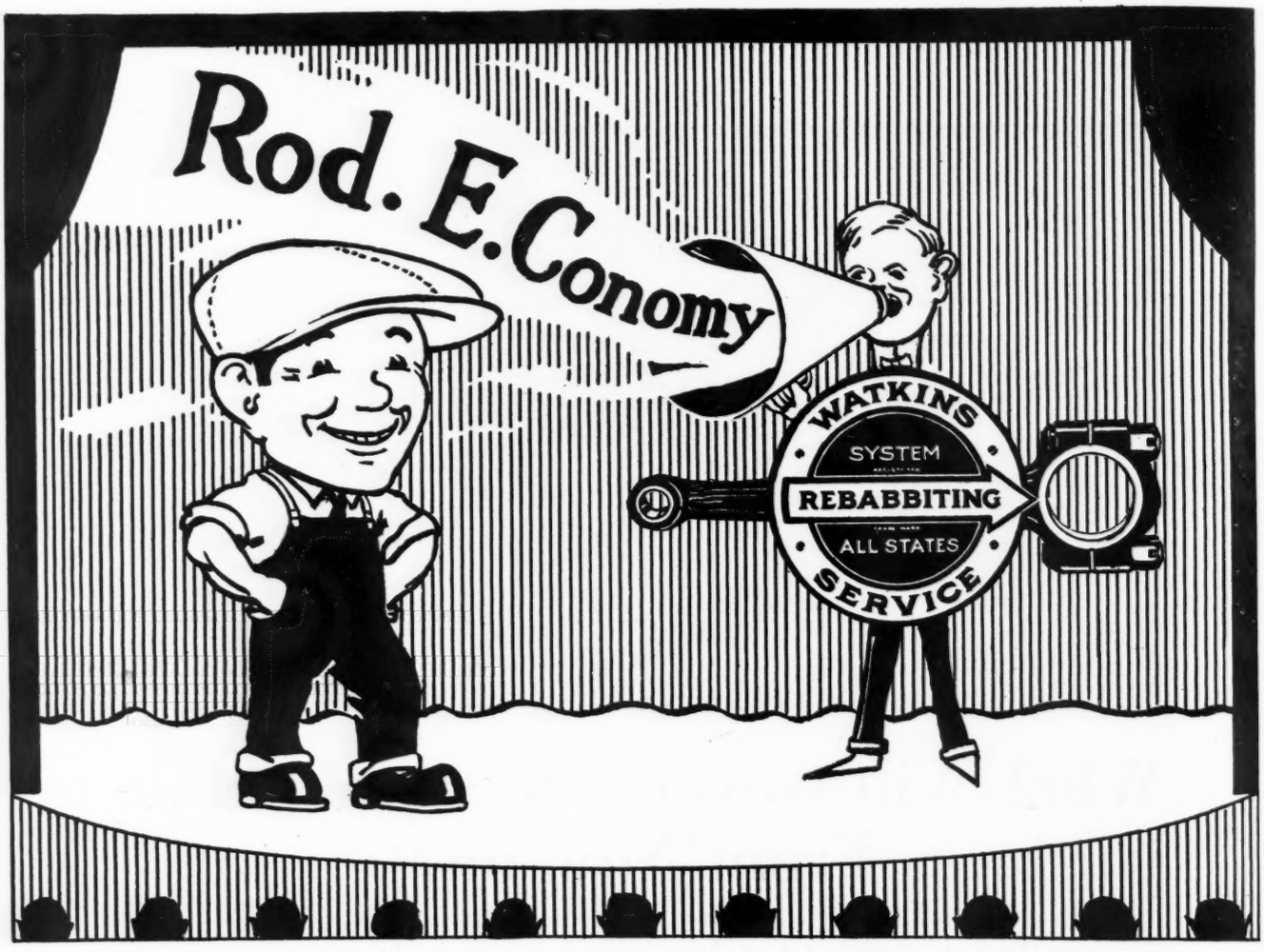
The Sherwin-Williams Co.,
420 Canal Road, Cleveland, Ohio.

Send me, without obligation, full information on your Opex proposition for automobile dealers.

Name.....

Street.....*Place*.....

SHERWIN-WILLIAMS
PAINTS, VARNISHES AND LACQUERS
COVER THE EARTH



Watkins Rebabbitting Service is introducing real connecting rod economy. You can turn out better work in less time with lower cost to your customer—and more profit to yourself.

Watkins rods are rebuilt to S. A. E. Specifications, new nuts, bolts and laminated shims and bushings supplied when needed—accurately machined and broached to size with a mirror finish—eliminating burdensome hand scraping and insuring quick crankshaft fit.

Special sizes furnished when micrometer dimensions are given.

ONE DAY SERVICE

Send your used rods to the nearest Watkins plant. Have them rebabbitted and rebuilt by Watkins and returned the same day.

SERVES THE NATION

There is a Watkins plant near you to give you one-day service.

NEW YORK 33 W. 60th St.	**DENVER** 1818 Blake St.	**CHICAGO** 57-61 E. 24th St.	**SEATTLE** 725 E. Pine St.	**LOS ANGELES** 1007 E. 9th St.	**ST. LOUIS** 4216 W. Easton Ave.
PORTLAND 14th and Everett St.	**HARTFORD** 28 High St.	**WASHINGTON** 1628 L. St., N. W.	**SYRACUSE** 211 Wyoming St.	**MEMPHIS** 278 Washington St.	**CLEVELAND** 5020 Euclid Ave.
INDIANAPOLIS 19 W. South St.	**OMAHA** 1006 Douglas St.	**TOLEDO** 1942 Putnam St.	**PITTSBURGH** 5706 Harvard St. E.	**TORONTO, CAN.** 122 Adelaide St. W.	**WATERLOO** N. E. East 4th St.

Authorized exclusively by the Buick Motor Company to rebabbitt and rebuild Buick Rods.

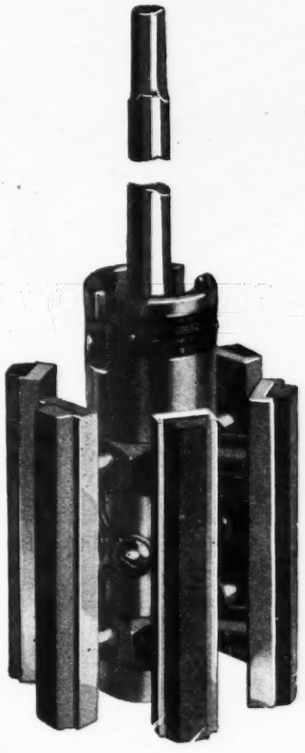
WATKINS
Complete REBABBITTING SERVICE

Home Office: Wichita, Kansas

There Are Over 16,000 Satisfied Users of the HUTTO

(Positive Set)

Production and Portable Cylinder Grinder



When over 16,000 hard fisted business men are using a product and getting satisfaction from it, there is one fact every other man in the same line has to know. **That product is making good.**

The HUTTO **(positive set)** Portable Cylinder Grinder is being used in regular production by most of the automobile manufacturers in the United States—and it is doing so well for them that they recommend it for use by their service branches everywhere.

And besides, thousands of service stations and repair shops always have their HUTTO equipment on hand for instant use on every cylinder re-grinding job.

Handled Exclusively Through Our Regularly Appointed Jobbers

Since January 1st, the sale of all HUTTO Products is being handled exclusively through our regularly appointed jobbers. And a factory service man in your territory will be at your disposal for the asking.

Remember the HUTTO **(positive set)** Cylinder Grinder is self-aligning and self-centering. It is impossible to grind bores out of parallel or out of round. After once setting, it is absolutely positive and unchanging. Its work is of the highest quality. Its accuracy is guaranteed.

Ask your jobber—or any of the 16,000 satisfied users.

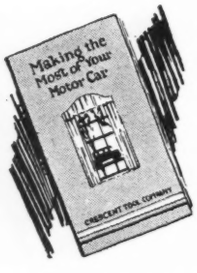
Hutto Engineering Co.

517 Lycaste Avenue **Detroit, Mich.**

9 times in 10 it's CRESCENT

THE dealer in accessories who finds that "9 times in 10 when a wrench is wanted for automobile work the customer buys a Crescent" simply reflects the discovery by legions of car owners that a Crescent is the best tool for nine out of ten ordinary adjustments. It does work that would require a whole set of fixed-type wrenches. Naturally there is a steady demand for Crescent Wrenches as well as other Crescent Tools.

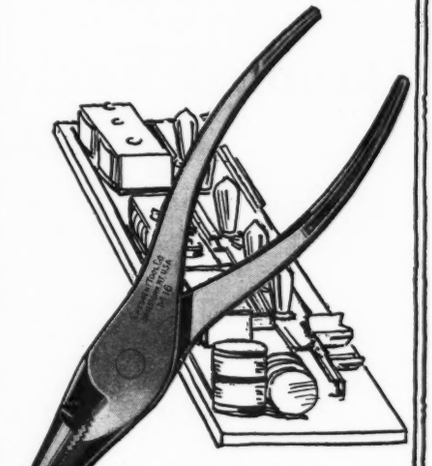
Our new booklet "Making the most of your Motor Car" tells car owners how to prevent squeaks and reduce upkeep expenses by the systematic use of Crescent Tools. We will gladly mail a supply of these books for your counter if you say so.



CRESCENT TOOL COMPANY
208 Harrison St., Jamestown, N. Y.
Originators of the Crescent Wrench

For car or radio

Both for handling small pins, screws and nuts in those parts of a car's mechanism that fingers could reach only with great difficulty, or for cutting or bending wire in electrical or radio work the new Crescent Long Nose Pliers are in great demand. Retail price, 75c.



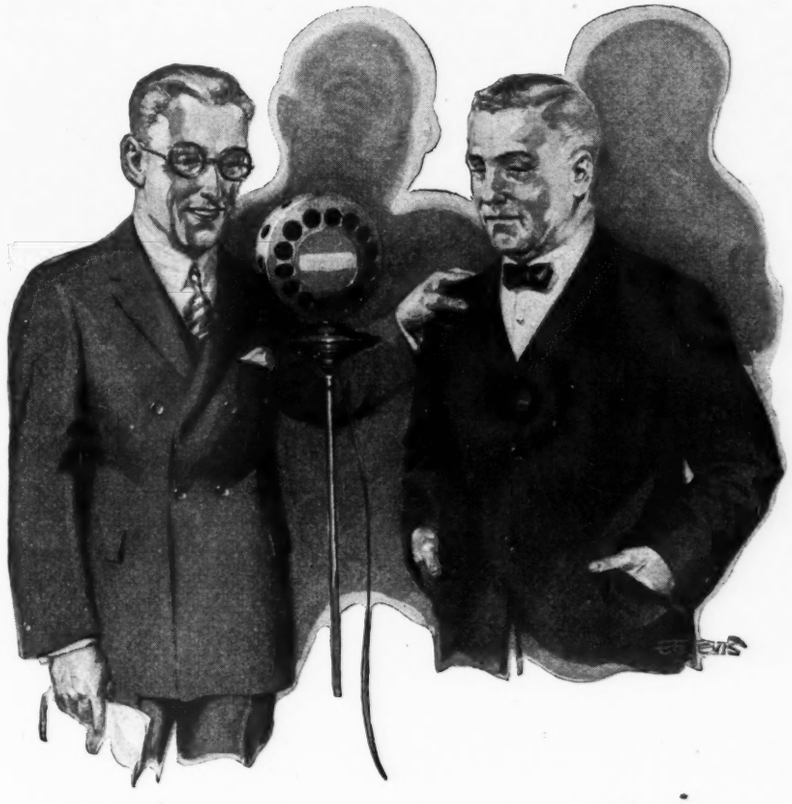
CRESCENT TOOLS

FROM THE STUDY OF LIGHT COME VICTOR LAMPS

Victorgrams

THERE'S A VICTOR LAMP FOR EVERY AUTOMOTIVE NEED

VOL. 1. NO. 4. EDITED BY VICTOR LIGHT



This is Station L-I-T-E

The Cincinnati Victor Company
712 Reading Road, Cincinnati, Ohio

Victor Light announcing—

THE next feature on our program will be a talk by Jim Clardy, well known authority on the merchandising of automobile lamps and lighting. The title of Mr. Clardy's talk is "How to Sell Light and Make Money."

* * * *

Brother garage owners I welcome this opportunity to tell you about a merchandising idea that I know works. I have tried it.

It is simple, practical, and as I said before—it works.

First of all, get this—the most essential things on a car at night are the lights. Without them, the driver is blind and so are the drivers of every other car he meets or that follows him.

But for some unknown reason everybody knows this except the car drivers themselves. If it wasn't for the law I honestly think a lot of them wouldn't have a lamp on their car. It may be that we haven't yet got over the old horse and buggy days.

On the other hand every car owner I have ever talked to saw the need for better road lighting almost immediately after it was brought to his attention.

Fix his lights up for him—and oh boy, is he tickled? He sure is. Many of my regulars are now driving their cars at night for the first time. And that's a fact. They were afraid to before and I don't blame them.

The idea of merchandising light came from the facts I have just related.

In my own shop I started by putting up a sign which reads "DON'T FORGET TO TEST THE LIGHTS." This was for my men. It became a rule not to let a car leave the garage until every light on it had been tested. The response from the car owner was surprising. We never before performed a service that met with such immediate response.

And it sold merchandise. Headlamps, tail lamps, spot lamps, parking lamps, courtesy lamps, lenses, reflectors, bulbs; everything in the way of lighting equipment.

During the first month our business in this class of merchandising grew from practically nothing to a healthy part of our accessory business. This, with service charges, ran into real money.

I tell you, friends, this is something to think about. A real chance to add to your profits, increase your patronage, and be actually instrumental in making the motor highways safe for night driving.

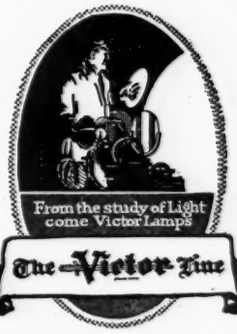
I thank you!

* * * *

This is station L-I-T-E. You have just been listening to James J., better known as "Jim", Clardy. His subject was "How to Sell Light and Make Money." If you want to know more about this new business of selling light, write to Mr. Clardy, care of the Cincinnati Victor Company. He will be glad to answer any questions and to let you know just how to build up your own sales of lighting equipment, how to install and operate a light adjusting station, equipment needed, in fact, the whole plan behind this new service.

We are now signing off. Good night.

THE CINCINNATI VICTOR COMPANY
712-720 Reading Road
CINCINNATI, OHIO



FILL IN AND MAIL THIS COUPON AND WE WILL SEND YOU FREE COPY OF 28-PAGE BOOK ON MOTOR-VEHICLE HEADLIGHTING.

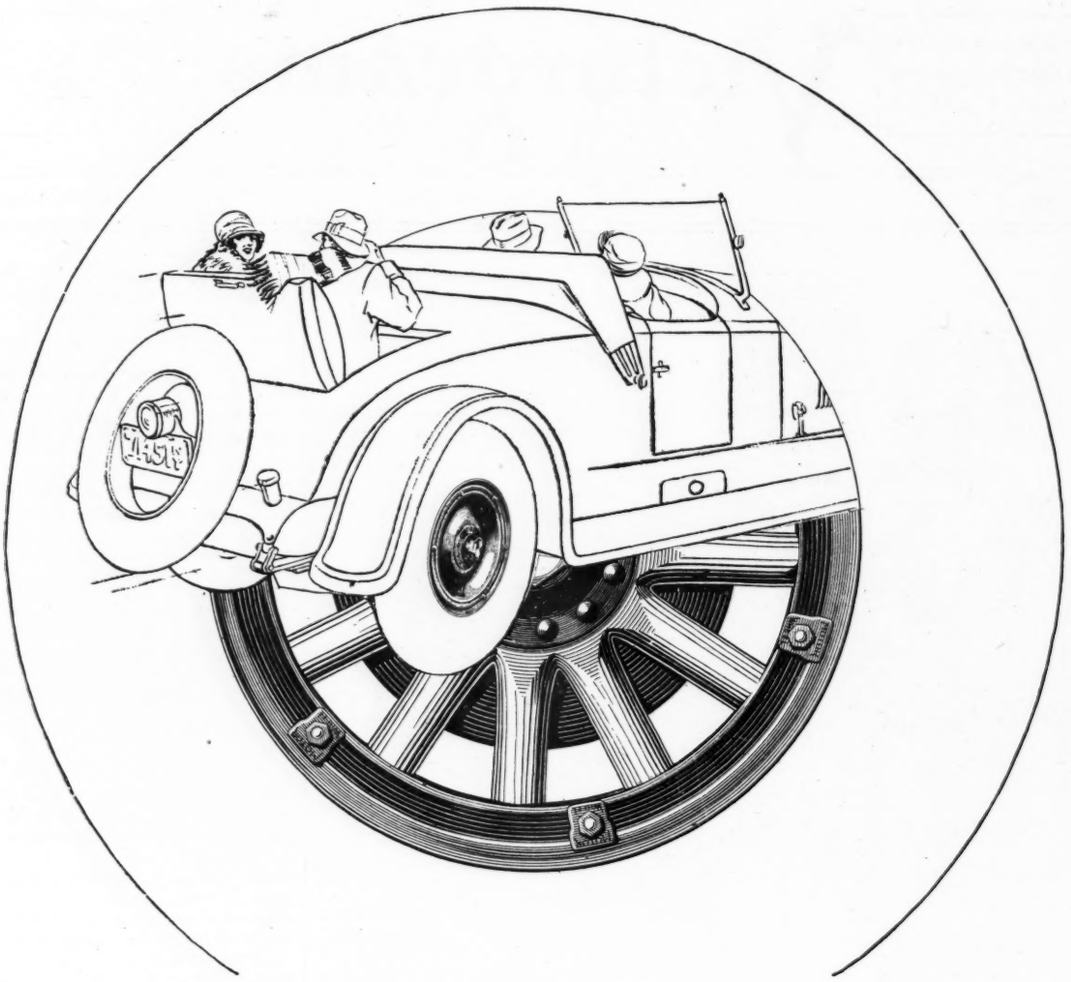
NAME .....

ADDRESS .....

.....

.....

THE CINCINNATI VICTOR CO.
716 Reading Road
CINCINNATI OHIO



Auburn Buick Chandler Chrysler Cunningham
Cleveland Davis Essex Federal Ford
Gardner H C S Hudson Hupmobile Jewett
Jordan Lincoln Marmon Oldsmobile
Oakland Packard Paige Peerless Reo Stutz Yellow

Here is by far the greatest group of customers any wheel manufacturer had in 1925 . . . These are the car builders who gave Motor Wheel its $26,000,000 volume for 1925, the largest business ever done by one wheel maker . . . It is the good fortune of the automotive industry that only all-around excellence at building both wood and steel wheels has produced the greatest source of wheels in the world.

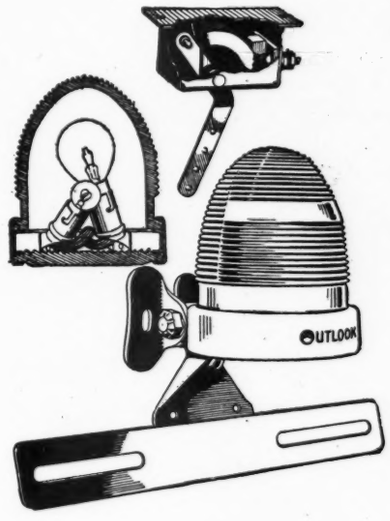
MOTOR WHEEL CORPORATION, LANSING, MICHIGAN

Motor Wheel Products

The OUTLOOK for 1926!

THE EXTRA PROFITS YOU MIGHT HAVE HAD IN 1925

can be yours in '26!



Sell the

Sterling OUTLOOK

Line

OUTLOOK STOPLIGHT

A combination stop and tail light

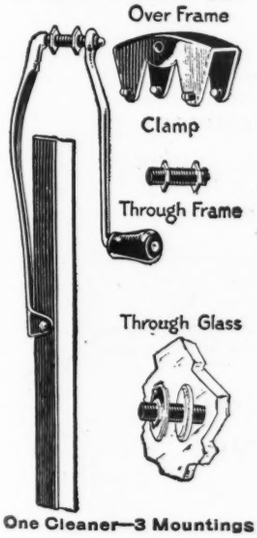
Of all the many varieties of stop lights you've seen — here's something radically unique and superior. Singularly stylish in design, the Outlook Stoplight is besides a decided departure from others in its scientific principle of construction.

The dome shape reflects light **in all directions**—important to safety! The prismatic structure permits illumination to be noticeable under all conditions—daylight, fog or pitch darkness.

A combination tail light, stop light and license holder. Switch cannot jam or stick.

List Price **$5.00**

Outlook Despatch Type



One Cleaner—3 Mountings

OUTLOOK WINDSHIELD CLEANER

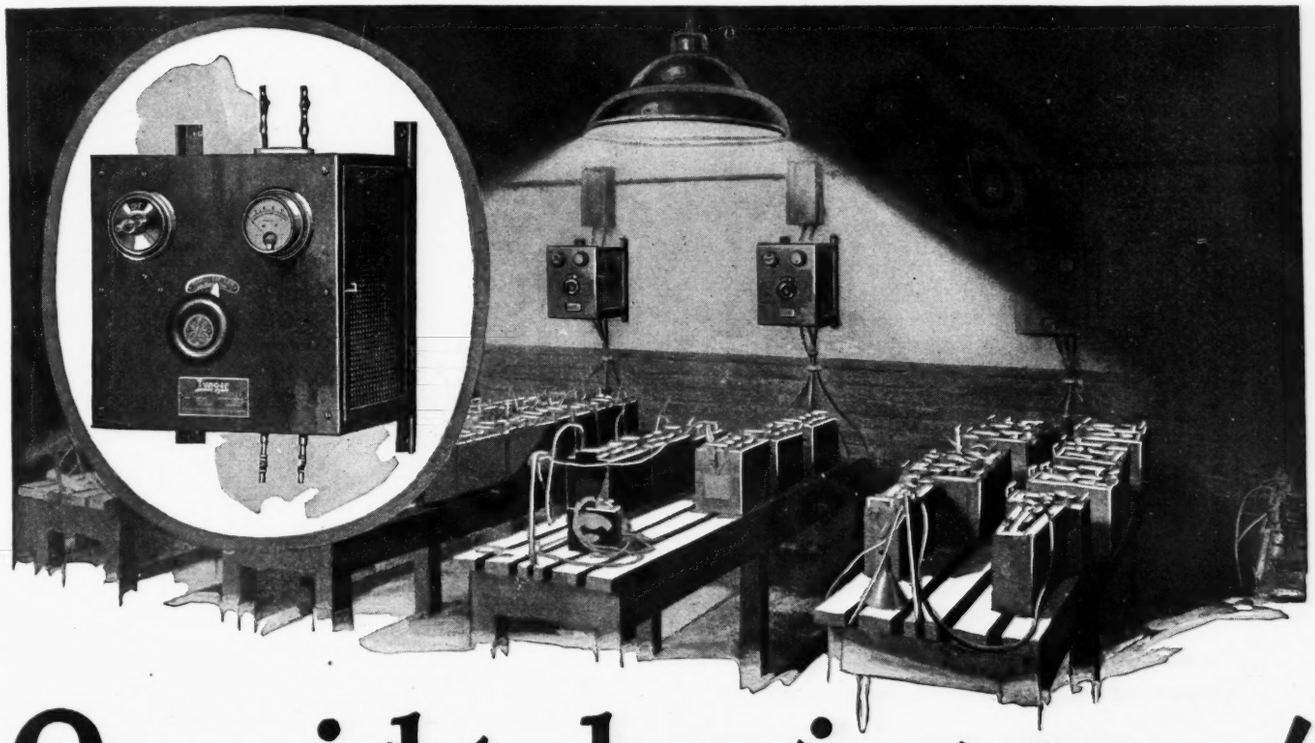
This better class cleaner means better profits to you. Furnished in a counter carton that asks 'em to buy.

Solid construction, heavily nickel plated, and highly polished. High grade rubber wiper —floating joint between spring arm and wiper holder. Makes a clean wipe and clean sale without effort or aftermath of adjustments.

List Price **$1.50**

THE STERLING MFG. COMPANY

Cleveland, Ohio



Overnight charging *pays!*

With TUNGARS—the battery service station has 24 profit hours every day. A TUNGAR is safe—needs no attendant—cannot discharge. It works all night, with no one to watch it.

The TUNGAR is the *original* bulb charger that simplified battery charging and made it profitable. The first cost is low. Its upkeep is low. It is installed quickly—simply—by anyone—is ready at once to start working. It makes profits out of small space and small investment. Gives you room to grow.

Capture the big market of auto and radio battery charging now—with TUNGARS.

Write for the booklet that shows the profit possibilities of the TUNGAR.

Merchandise Department
General Electric Company
Bridgeport, Conn.

HEAVY DUTY
Tungar
REG. U.S. PAT. OFF.
BATTERY CHARGER

Tungar—a registered trade mark—is found only on the genuine. Look for it on the name plate.

MERCHANDISE DEPARTMENT

GENERAL ELECTRIC

He treated 'em like step-children

but they kept on selling

GRATON & KNIGHT

LIKE many other dealers, he kept Graton & Knight Fan Belts in the darkest bin. Never gave 'em a thought until a customer asked for one.

At inventory time he discovered an astonishing thing. These neglected belts were selling steadily and profitably.

Graton & Knight Fan Belts *must* sell. They are a most important replacement part. Given a chance, they show profits that are a big help in taking care of your general overhead.

Graton & Knight can help you sell more fan belts. Our handy display rack "asks 'em to buy." Our *quick turnover system* lets you keep a minimum stock. Carry endless belts for the popular cars and roll belting which can be cut to fit the others. Turn your stock oftener. Make more on your investment.

You can go the limit in recommending Graton & Knight Standardized Leather Fan Belts. Flat, "V" and Link "V" types. All made of leather, tanned to resist oil, dust, water and heat. Easy on bearings. Require little tension. Very little stretch. Don't need frequent adjustment. Give service that builds good-will for you.

Graton & Knight Belts are priced to bring you good profits. Backed by our interesting sales-plan, they will greatly increase your fan belt business. Send in the coupon for full details.

GRATON & KNIGHT
Standardized
LEATHER BELTING

MAIL ME TODAY

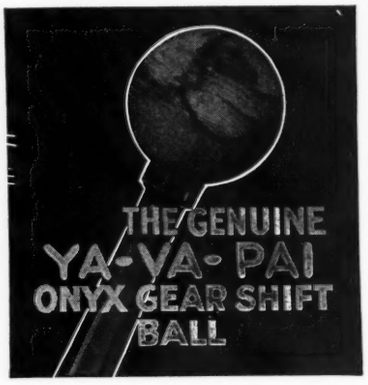
THE GRATON & KNIGHT MFG. CO., Worcester, Mass., U. S. A.
Send fan belt information: 101-G

Name.....
Company.....
Place.....

Prices, quality for quality, 5 to 10% lower than the field
Tanners—makers of belts, straps, packings, fan belts, lace leather, etc.

One Dealer Sells $80 to $100

Worth of Onyx Balls Every 30 Days



Lots of Others Can Do the Same

You can—anyone can, who has a place of business and any sales ability at all.

It's comparatively easy to sell YAVA-PAI Onyx Gear Shift Balls. They appeal to the eye of the buyer. They appeal to his touch. They appeal to his desire for beauty and cleanliness. And the price is low enough so they appeal to his pocketbook as well.

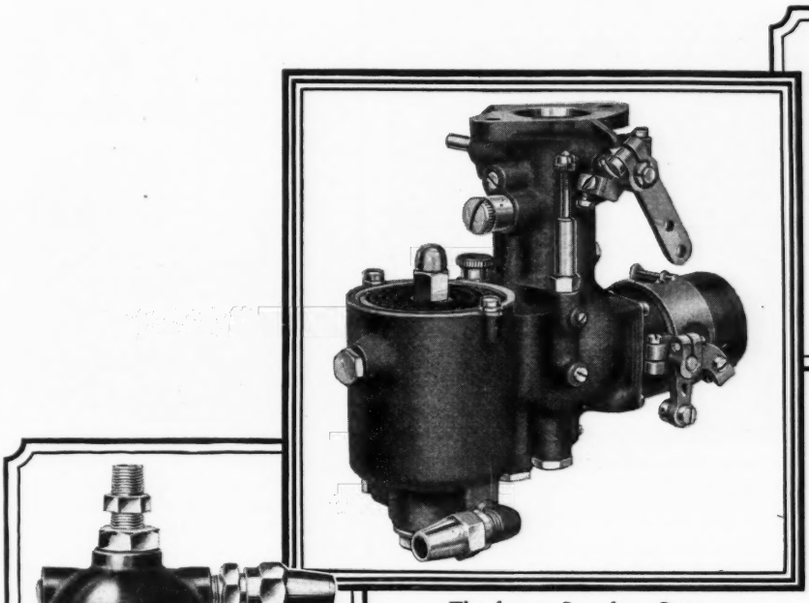
Sales of YAVAPAI Onyx Gear Shift Balls depend mostly on showing them. You'll be surprised how easy it is to add a YAVAPAI Ball to the list of things you have just sold a customer.

YAVAPAI Onyx Gear Shift Balls sell to the owners of all kinds of cars. In closed cars of every description they look neat and dignified. On open cars and sport models they add that touch of smartness appreciated by the discriminating owner.

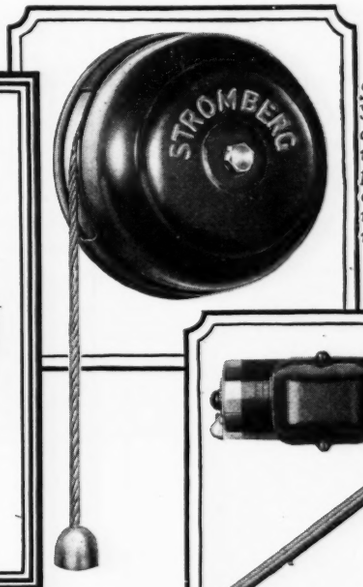
Try selling YAVAPAI Onyx Balls. You'll find easy going, and profits worth while.

Ask your jobber or get in touch with us direct, giving his name

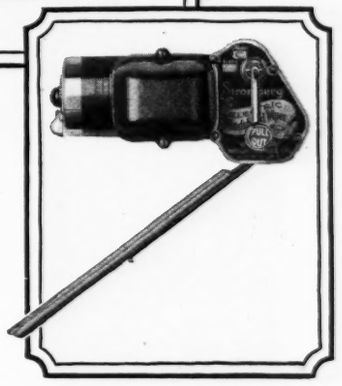
Yavapai Onyx Mining Corp.
Automotive Division
Dubuque, Iowa U. S. A.



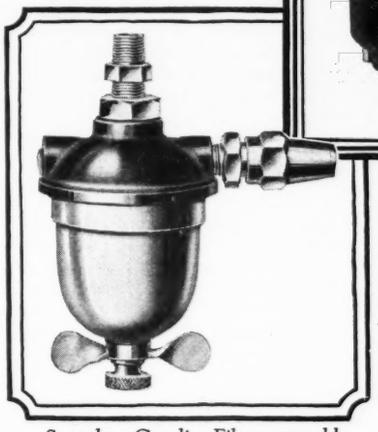
The famous Stromberg Carburetor — built special for every make of car and sold in special package equipments.



*Stromberg Super Shock Absorbers, designed on a new and better principle. Meets **every** requirement of spring rebound.*



Stromberg Electric Windshield Wiper — 2-speed, silent, electric, adjustable pressure, emergency hand crank. Baked enamel finish.



Stromberg Gasoline Filters are sold in special package equipments for every make of car—a great convenience and sales aid for car dealers.

One—Two—Three—Four

4 Stromberg Money-Makers for 1926

Stromberg Service Stations and Distributors are being kept on the jump these days keeping pace with the added opportunities for profit that are being presented to them by this Company—opportunities created by the perfection of newer and better motor devices that find a ready and eager market among the car owning public.

The new Stromberg Aeroplane-type Carburetor for Fords, the latest addition to the famous Stromberg family of special carburetors built special for every make of car. The Stromberg Super Shock Absorber. The Stromberg Electric 2-speed Windshield Wiper. The Stromberg Gasoline Filter in special package equipments for every make of car.

Look for the Stromberg "Crystal Ball" At the New York and Chicago Shows

Each and every one of these devices represent the best that Stromberg Engineering and Manufacturing facilities can produce. They must and do measure up to Stromberg Standards. Small wonder, then, that Stromberg dealers are enthusiastic regarding the opportunity to participate in their introduction and sale.

Now, what about your own case? Your customers know about Stromberg products, but can they buy them in your locality? If not, wouldn't they buy them from you if you had them for sale? Think it over—the name—advertising and merchandising assistance—store displays—liberal discounts—better people to meet—better people to correspond with.

Decide now, today, to begin a further investigation by writing to the Stromberg Motor Devices Company for further particulars. *Address New-Dealer Department,* 68 E. 25th St., Chicago, Ill.

STROMBERG AUTOMOBILE NECESSITIES

Factory and General Offices:
58-68 East 25th Street, Chicago, Ill.

Direct factory Branches: 517 W. 57th St., New York City, N. Y.; 760 Commonwealth Ave., Boston, Mass.; 84-86 Hancock Ave. W., Detroit, Mich.; 1609 Hennepin Ave., Minneapolis, Minn.; 1809 McGee St., Kansas City, Mo.

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The largest stock of new and used car and truck parts in the world. We have everything. Always mention model and serial number in order. Write us. All inquiries answered promptly.

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American and foreign Patents secured. Searches made to determine patentability and validity. Patent suits conducted. Pamphlet of instruction sent upon request.

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WANTED—Duesenberg Racing Car, straight eight. Must be cheap for cash. Give full details first letter. Address Box 6257, Care Motor Age, 5 S. Wabash Ave., Chicago, Ill.

Index to the

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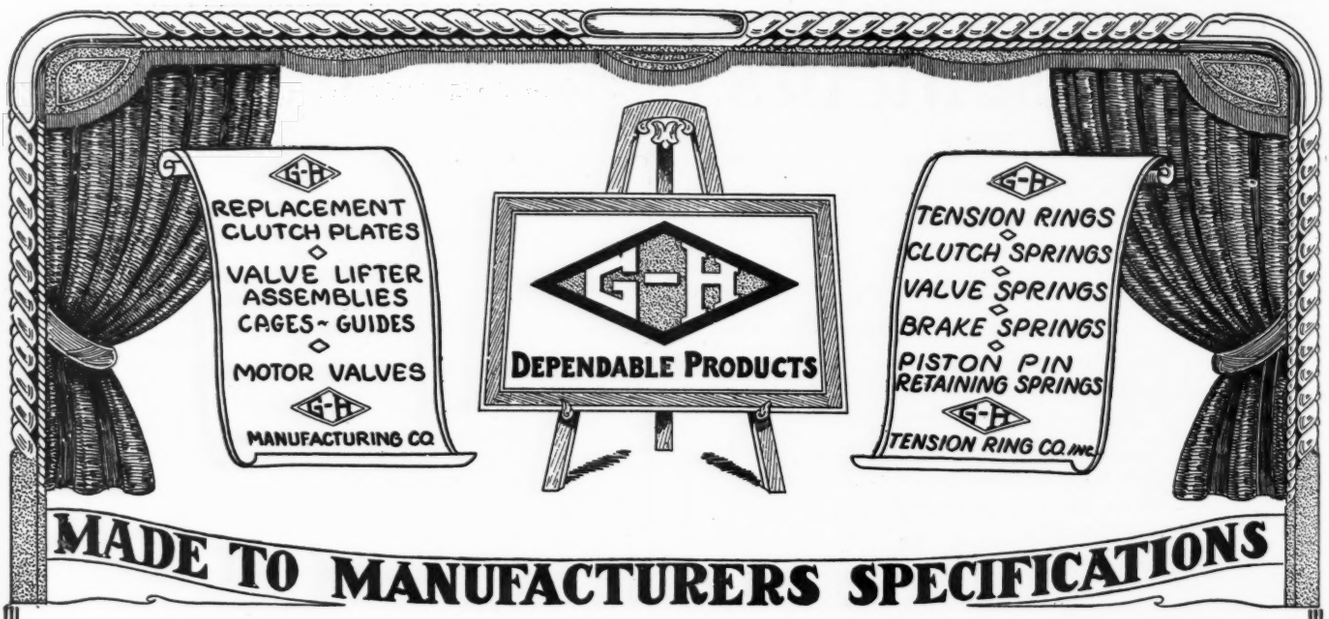
Advertisements



MADE TO MANUFACTURERS SPECIFICATIONS

With the growing demand for replacement parts offering greater opportunities for volume and profits, it is logical for you to retain supremacy in your territory by maintaining your reputation for immediate service with dependable products to your customers.

G-H Products are nationally advertised and widely used by the trade, the turnover is fast and the profit is attractive.

VISIT OUR BOOTH D-73 AT THE NEW YORK AUTOMOBILE SHOW

The G-H Manufacturing Company offers replacement **Clutch Plates** for Buick, Cadillac, Dodge, Essex, Hudson, Overland 6, Reo, Willys-Knight, Brown-Lipe, Borg & Beck, Covert, Fuller and Warner clutches. **Valve Lifter Assemblies, Tappets, Guides, Cages, etc.,** for all popular cars and trucks as well as a complete line of **Motor Valves.**

All G-H Products are packed in boxes and properly labeled. A convenience and saving in stocking and re-shipping costs.

The G-H Tension Ring Company Inc., offers **G-H Tension Rings, Valve Springs, Brake Springs, Clutch Springs** and **Piston Pin Retaining Springs.**

G-H Products are manufactured to standards that insure complete satisfaction to mechanics and car owners. They are priced to meet competition and carry discounts that make them profitable to handle.

Write for interesting proposition.

G-H Manufacturing Co. G-H Tension Ring Co., Inc.

8 East Mount Royal Avenue

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The NEW MARMON

The Most Rapidly Growing
Success in the Fine Car Field

"It's a Great Automobile"

NORDYKE & MARMON COMPANY

Established 1851 - Indianapolis, Ind.

What AC Means to the Dealer

New AC Spark Plugs

A new design, new alloy for sparking points, new electrically fused Kyanite insulator core and a new glaze.

AC Carbon-proof Plugs are also made in all sizes.

The demand for AC Spark Plugs is assured through their use as factory equipment on the following cars:

Ajax	Davis	Nash
Apperson	Dodge Brothers	Oakland
Buick	Durant	Oldsmobile
Cadillac	Essex	Paige
Case	Flint	Star
Chandler	Hudson	Velie
Chevrolet	Hupmobile	Westcott
Chrysler	Kissel	Wills Sainte Claire
Cleveland	Marmon	

New AC 1075 for Fords

The special features of the AC 1075 make it the most desirable plug for Fords. Dealers are building a big and profitable business by emphasizing these features in making sales:

1 Spring Terminal Clip
2 Heavy Body Porcelain
3 Hexagon of extra length permits easy and positive application of spark plug wrench
4 High Temperature Fins — Patented carbon-proof Porcelain
5 Drip electrode forms natural Oil Drain

Made in both one and two-piece design.

DEALERS who carry AC products can build a profitable business.

◇ ◇ ◇

The demand is assured because of their use as car equipment.

◇ ◇ ◇

They are backed by strong advertising.

◇ ◇ ◇

AC Spark Plug Company, FLINT, *Michigan*

Makers of AC Spark Plugs — AC Speedometers — AC Air Cleaners

AC-SPHINX
Birmingham
ENGLAND

AC-OLEO
Levallois-Perret
FRANCE

AC Speedometers

The Model for Fords

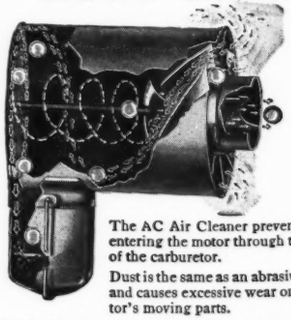
There is proof of the quality of AC Speedometers in the fact that they are used as original factory equipment on Buick, Cadillac, Chandler, Chevrolet, Chrysler, Gray, Oakland, Oldsmobile, Peerless and G.M.C. trucks.

The AC Speedometer for Fords is of the same quality as furnished the above manufacturers for their original factory equipment.

The AC Direct Drive does away with the troublesome swivel joint and insures continuously satisfactory service.

Packed complete with all attachments.

AC Air Cleaners



The AC Air Cleaner prevents dust from entering the motor through the air intake of the carburetor.

Dust is the same as an abrasive compound and causes excessive wear on all the motor's moving parts.

AC Air Cleaners are original factory equipment on the 1926 models of Nash, Buick and Oakland.

Installation is easy as it connects directly to the carburetor. Once installed it requires no attention as there are no moving parts to get out of order. Packed complete with all attachments.

Models are now ready for Chevrolet, Chrysler Four, Dodge Bros., Ford, Maxwell, Oldsmobile, Star, Studebaker, as well as the 1925 and earlier models of Buick, Nash and Oakland.